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America's weekly motorcycle newspaper

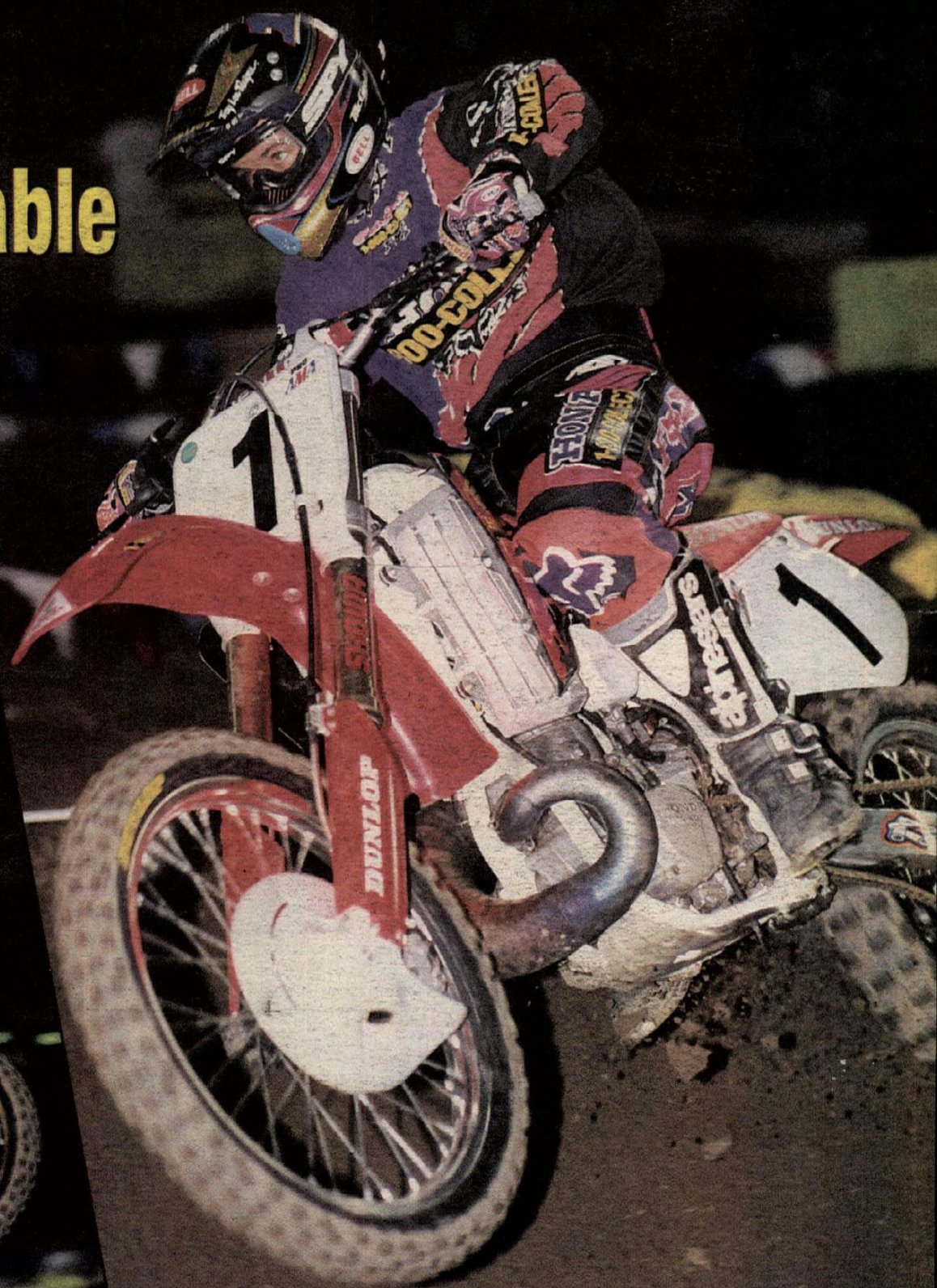
February 8, 1995: Number 5

(outside the U.S. \$3.25) \$2.50

U.S. SUPERCROSS SERIES

**250: Bad start,
same result...
McGrath unstoppable
in Anaheim**

**125: Huffman in a
cakewalk**



Jeremy McGrath



Damon Huffman

**PLUS: Hamel wins Lucerne Nat'l
Hare & Hound; Interviews with Tom
Kipp and Ronnie Tichenor; Davis
does it again in Best in the Desert**

Jim Neese (Hon) won both the 125 and 250/500cc Pro classes at round four of the Florida Winter AMA Series in Gainesville, Florida, on January 29. Neese topped **Davey Yezek** (Suz) and **Ronnie Tichenor** (Suz) in the 125cc class before beating Tichenor and **Roy Snellinger** (Suz) in the 250/500cc Pro class. **Earl May** (Kaw) won the Vet Pro class.

Scott Sheak (Suz) topped the 250cc Pro class at round three of the GFI Winter Series, held at Perris Raceway in Perris, California, on January 29. **Cory Keeney** (Yam) was second, ahead of **Anthony Pacorobba** (Suz). Keeney rebounded for the win in the 125cc Pro division, over **Jeff Willoh** (Kaw) and **Spud Walters** (Suz).

The **Bridgestone Arizona Superbike Challenge** - Phoenix International Raceway's professional motorcycle road race - has been cancelled for 1995, according to President Emmett "Buddy" Jobe. "In the wake of the current conflict between the North American Super Bike Series (NASB) and the American Motorcyclist Association (AMA), cancellation is the only option for Phoenix International Raceway and its motorcycle racing fans," Jobe said in a release issued on January 27. "We will not promote any event in which the quality of racing cannot be guaranteed. In light of the lack of progress being made, and with less than two months before the Bridgestone Arizona Superbike Challenge, there wasn't enough time to resolve the issues of sanctioning a professional motorcycle series. There is no guarantee that the top riders and teams will appear for the event. We wish to promote a Superbike race in years to come. We hope that the North American Super Bike Series and the American Motorcyclist Association can resolve their differences." Phoenix International Raceway was listed on the original NASB schedule and was one of four promoters who had made a commitment to switch to Roger Edmondson's series from the AMA series. Those who had purchased tickets will be offered a refund or a ticket exchange for the Slick-50 200 PPG Indy Car World Series event on March 31-April 2.

New Montesa team rider **Marc Colomer** gave the Spanish factory its first major win in years by topping the field at the January 15 Velede de Anoeta International Indoor Trial in San Sebastian, Spain. Six-time World Champion **Jordi Tarres** (G-G) was second, topping **Steve Colley** (G-G), **Amos Bilbao** (Bet), **Tommi Ahvala** (Fan) and **Dougie Lampkin** (Bet).

EBC Brakes has announced that they will post over \$90,000 in cash contingency support for the 1995 AMA Superbike National Championship Series, with all classes featuring both event and championship bonus payouts. "We are posting this amount as support for all the riders who choose to run EBC Brake products at AMA National events," said Garry Gallagher, EBC Brake's road race technician. "EBC is continuing their long-standing support of AMA racing with the largest contingency program in our company's history, and we have a multi-year commitment for trackside service at all AMA National events. We are also continuing our support of this program with a multi-year television advertising commitment for our products on televised AMA road race events through the 1997 season." For more information call Gallagher at 206/466-1244.

Six-time World Champion **Jim Redman** will "parade" Team Obsolete's 1964 Honda 250cc six-cylinder RC165 during AHRMA's two-day vintage event at Daytona International Speedway on March 6-7. Redman will be reunited with longtime mechanic **Nobby Clark**, the man who recently rebuilt the RC165 at the Team Obsolete headquarters in Brooklyn, New York.

West Racing has announced that it has signed a deal with S.K. Wellman for racing support throughout the 1995 motocross season. S.K. Wellman produces the **Velvetouch** line of high-performance brake pads and rotors, and will be the West Racing team's main sponsor. Making up the Velvetouch race team are former 250cc World Championship GP Series runner-up **Mike Healey**, **Ray Crumb**, **Chad Smanjak** and **Erick Hilton**. The team will receive secondary sponsorship from Xtreme, Inland Tire Center, Sidi, Acerbis, PPS, MMF, Applied Racing, Motion Pro, Boyesen, Pro's Choice and Brothers Honda.

Russ Wageman's **Pit Pro** will be on hand at the February 4-5 Adelanto Grand Prix in Adelanto, California. As usual, Pit Pro will offer a wide variety of service and accessories, as well as a full line of Pro Circuit exhaust pipes and silencers. For more information call 805/255-5101.

Despite similar reports in several European publications, and prior confirmation from a source at KTM, it appears we were incorrect in reporting that the Austrian manufacturer had purchased Husaberg. According to Husaberg president, **Sievert Westlund**, who is also a major shareholder in the company, discussions between the two companies have taken place, but no agreement has yet been reached. "KTM came to us to discuss the possibility of a cooperation," said Westlund from his home in Sweden on January 26. "We have an open mind and are always interested to discuss these things, because production is an expensive proposition for a small factory like us (Husaberg only has 17 employees)...We have told KTM that we have some wishes we want if we are to go into cooperation, and they have to consider these things and see if they want to do it. We haven't signed an agreement, but we see it (KTM's interest) as a positive sign." Among Husaberg's "wishes" are that the company remain in Sweden, the name continue to survive and that they have a secure future. The two companies had also considered joining forces once before, in 1990, but KTM's bankruptcy brought things to a halt. But KTM has been restructured and is once again healthy, and is obviously interested in the Swedish manufacturer's ability to produce competitive - yet environmentally friendly - four-stroke motorcycles. "Our thought from the beginning was that four-strokes had a better future than two-strokes, and I think KTM's interest shows that this is true," Westlund continued. "I am more than 50, and I will be happy if I can secure the company's future. We are aware that our customers have to be satisfied for the future. They have supported us and we want to do what is best for everybody concerned. I would suggest to the customer that they should take KTM's suggestion and buy a Husaberg." Westlund did not want to guess as to when and if a final decision would be reached.

In other Husaberg news, the Swedish

AMA releases National road race schedule

AMA Pro Racing released its 10-race schedule of events for the 1995 AMA Superbike National Championship on January 30, a schedule which features four new venues and a return visit to a fifth site that was not on last year's calendar.

The 10-race series will begin with the Daytona 200 at Daytona International Speedway on March 12 before heading to Pomona, California for round two at the Pomona Fairplex on April 2. Laguna Seca Raceway will host the third round of the series on April 30.

Indianapolis Raceway Park will host their first-ever AMA Superbike National Championship round on June 4 with series regular New Hampshire International Raceway returning for their traditional Father's Day date on June 18. The sixth round of the series will be held at Memphis Motorsports Park in Memphis, Tennessee, on July 2; Memphis held a round of the series in August of 1987. The seventh round will be held at Sears Point Raceway in Sonoma, California, on August 27 with round eight taking place at a new venue - Gateway International Raceway in East St. Louis, Illinois - on September 3.

The final two rounds will be held at new AMA venues - Firebird Raceway in Chandler, Arizona, on September 24 and at Las Vegas Speedway Park in Las Vegas, Nevada, on October 8.

Popular facilities not featured on the 1995 schedule are race tracks which have given their support to the North American Super Bike Series (NASB) - namely the Mid-Ohio Sports Car Course, Road America, Brainerd International Raceway and Road Atlanta.

"On Wednesday, October 26, the AMA met in Chicago with all of the promoters who participated in our 1994 Superbike Series, and we presented them with proposed sanction packages at that time," said Tom Mueller, president of AMA Pro Racing. "Within weeks of that meeting, Cary Agajanian received letters from a number of these promoters, who informed us they no longer wanted to be affiliated with AMA racing. I'm really sorry that these facilities no longer want to do business with the AMA, but we owe our riders, teams, manufacturers and fans a complete series. Our only option was to do everything in our power to deliver a strong National Championship. Over the past weeks, our staff has been working almost around the clock to inspect sites, and make all the necessary arrangements. I'm very proud of what they've been able to accomplish."

"I was very saddened when some of our key sites decided not to continue with our AMA program," said Cary Agajanian, chairman of the board of directors for AMA Pro Racing. "All of the individuals who left our series are excellent promoters who manage fine facilities. But we had to move ahead, and I feel that we have identified and secured some excellent replacement tracks that will compliment the traditional sites that have decided to stay with the AMA. AMA Pro Racing is dedicated to the sport of professional road racing. We will provide a strong and competitive program, and will continue to build the series with additional events in '96, increased sponsorship, and expanded television exposure."

Although many still believe that some of the traditional race sites such as Mid-Ohio, Brainerd International Raceway and Road America may still come back to the AMA Series, Mueller said: "Legal hurdles are preventing us from talking to the promoters. In some minds, talking to them would constitute interference."

1995 AMA Superbike National Championship

March 12	Daytona International Speedway	Daytona Beach, Florida
April 2	Pomona Fairplex	Pomona, California
April 30	Laguna Seca Raceway	Monterey, California
June 4	Indianapolis Raceway Park	Indianapolis, Indiana
June 18	New Hampshire International Raceway	Loudon, New Hampshire
July 2	Memphis Motorsports Park	Memphis, Tennessee
August 27	Sears Point Raceway	Sonoma, California
September 3	Gateway International Raceway	East St. Louis, Illinois
September 24	Firebird Raceway	Chandler, Arizona
October 8	Las Vegas Speedway Park	Las Vegas, Nevada

manufacturer is planning to bring Belgian **Joel Smets** to the U.S. to contest several events during Daytona Bike Week. According to American Husaberg importer **Gary Surdyke**, Smets will ride a fairly stock Husaberg 501 four-stroke in the Daytona Supercross, the Gainesville National Motocross and the Ocala Grand National Cross Country. Smets finished third in the 1994 500cc World Championship MX Series.

Factory motocross love advice? Team Yamaha's **Jeff Emig** and longtime Suzuki teamster **Denny Stephenson** recently served as guest love advisors on Love Line, a popular nighttime talk show on KROQ, a Los Angeles, California, radio station. Stephenson is almost healed from a broken leg suffered late last year.

Stu Peters of **Sunrise Valley Raceway** has announced a nine-round **Dirt Track Motorcycle Race Series** that will run from March through November. The series opener will be held March 11, and

Peters reports that there will be classes for everyone on the quarter-mile clay banked oval. A special practice day and dirt track swap meet will be held February 11. Practice will cost \$20, and vendors will be allowed to display their goods free of charge. For more information call 619/246-7262.

Friends of **Charles Halcomb** will host a **benefit trail ride** for the injured Team Honda rider at the Clear Creek riding area near Coalinga, California, on February 5 at 10 a.m. Riders donating \$40 will be treated to a 50-mile course, with a barbecue following the event. All proceeds will go to Halcomb and his family. For more information contact John Haaker at 415/965-9732. Halcomb is currently recuperating at his Nevada home from head injuries suffered in a crash during last November's Baja 1000.

The first round of the **U.S. Supercross Series**, held in Orlando, Florida, on January 14, will be televised on ESPN on February 3 from 10:30-11:30 p.m. (Pacific

time) and on February 4 from 1:30-2:30 a.m. (Eastern time).

Ward Erdmann, 66, died on January 12 after a long battle with cancer. Erdmann was the owner of Southeast Sales Corp., a BMW, Honda, Kawasaki and Triumph dealership in Milwaukee, Wisconsin. Erdmann is survived by his wife Emma, son Alan, daughter Joan and three grandchildren. Cards and letters can be sent to the family at 4639 N. 92 St., Milwaukee, WI 53225.

Want to road race in Malaysia? Motorsport Promotions and its founder Chao Kit Choong are offering road racers a chance to rent a Kawasaki ZXR750 on which to compete in the **1995 Malaysian Superbike Championship**. The Kawasakis will be rented for \$1740 per round - a price that includes bike rental, four nights accommodation in a hotel, one set of Michelin racing slicks, entry fee, championship fee, fuel, and transport to and from the race track. There will be six rounds, consisting of two, 12-lap heats, held on four dates: April 9, July 2, October 1 and December 3. The overall cost for those who commit to racing in all the rounds will be \$8105. If you're lucky enough to win every race, you could earn \$14,200, according to promoters. For more information, call or fax the event coordinator, Graham Williams, at 618/374-3374.

The **WERA/EBC Brakes Triple Crown** will air on ESPN 2 on February 4 at 1:00 a.m. (Eastern time) and again on ESPN on February 4 at 12:00 a.m. (Eastern time). The Triple Crown consisted of races at Indianapolis Raceway Park, Portland International Raceway and Road Atlanta.

Jim Hickman of **Hickman Racing** in Des Moines, Iowa, is thankful that there was a round of the U.S. Supercross Series held in Minneapolis, Minnesota. While Hickman, his family and employees were attending the Minneapolis Supercross, a two-seater aircraft crashed into the parking lot of Hickman Racing, killing both the pilot and passenger. The crash occurred at 2:30 p.m. on Saturday, January 21 - a time when the shop is normally filled with customers.

There's nothing like planning ahead: Best in the Desert has announced a point-to-point desert race from Las Vegas to Reno. Touted as the longest off-road race in the United States (not counting the Nevada Rally, which has overnight breaks and transfer sections),

the **Vegas to Reno** will measure approximately 550 miles in length, and will include motorcycles, cars, trucks and quads. The proposed date is March 23-25, 1996. "We have a good relationship with the state of Nevada, as well as the BLM," said Best in the Desert director **Casey Folks**, who also organizes the Nevada Rally and the Silver State Series. For more information, call 702/457-5775.

According to the AMA's Hugh Fleming, the AMA has openings for individuals or companies interested in assisting future Team USA, ISDE efforts. "We are interested in receiving resumes from people who would be willing to serve on the **ISDE Board of Directors**," said Fleming. "Plan to include any important facts specifically about what your talents are and what specific projects you could assist with." Fleming requests that the responses should be in writing (no phone calls) and sent to his attention, c/o AMA, 33 Collegeview Road, Westerville, Ohio 43081.

Kawasaki's MX team manager **Roy Turner** was sporting a cast on his right wrist at the Anaheim Supercross. Turner reportedly was trail riding with team rider **Mike LaRocco** in Sunnymead, California, on Thursday, January 26, when he got his arm caught between his bike's rear wheel and swingarm (sprocket side) after crashing while trying to climb a steep hill.

Cycle News World Superbike Championship contributor Johan Vandekerckhove was recently contacted by former FIM President **Jo Zegwaard**, who says he will start another international road racing championship in 1995. The **Association for Motorcycle Sport** will not be aligned with either the FIM or IRTA/TWP Promotions and will feature 125 and 250cc two-stroke classes, 400 and 600cc Supersport, 750 and 1000cc Supersport, Supermono, sidecars and what a press release calls "prototypes." Zegwaard's group has issued a press release which begins with: "Over the past few years motorcycle sport in general, and in particular road racing, has been dominated by money and money only. This has caused a dramatic downfall at an ever-increasing speed of the sport itself and the organizations connected to it." The release concludes with: "Our aim will be to cater for top sport supported by a broad basis of new talent that will be given every opportunity to climb the career ladder. Contrary to what happens today, it will be neces-

Jeremy McGrath: Cycle News Rider of the Month

With the opening round of most racing series yet to be run, there really wasn't any other choice for the January Rider of the Month - but that doesn't make Jeremy McGrath (right) any less deserving. The two-time Camel Supercross Champion has gotten the 1995 U.S. Supercross Series off to a tremendous start, going undefeated in the first fifth of the 15-race series. And the manner in which he won those three races was even more impressive. McGrath dominated, walking away with the first two rounds in Orlando and Minneapolis and charging through the field from a midpack start in Anaheim.

The season is a long way from being over, but with a perfect 75 points thus far, McGrath seems intent upon outdoing himself.



sary to mature by performance rather than by financial means only." Zegwaard told Vandekerckhove that his series consists of four races in 1995 and that lawyers are looking into the legalities of safeguarding those participants who would come under sanction from the FIM and national federations.

Singer/actor **Lyle Lovett** and his wife/actress **Julie Roberts** reportedly appeared at a local hare scrambles race in Fort Hood, Texas, on January 22. Evidently, Lovett had just purchased a brand new KTM E/XC and wanted to race it. Word has it that Scott Plessinger won't have to worry about losing his factory KTM ride - if you know what we mean.

The **MCM Group**, maker of the Folan-powered MCM motorcycle, was featured on the front page in the Business section of the **Los Angeles Times** Orange County edition on Sunday, January 29. A dissected image of the MCM illustrated where the various components were manufactured, mostly by firms in Orange County. The four-page story that followed discussed MCM's plans to produce the bike and what it meant to the component manufacturers to be involved in the project during the recent lean economic times.

FORMED: Tru-Tec, manufacturers of the Quick Cap preload adjusters, by Rich Truchinski, formerly of Answer Products. Tru-Tec may be contacted at 27930 Tyler #402, Canyon country, CA 91351, 805/298-7601, FAX 805/298-7844.

BORN: Curtis Matthew Hilgenberg, to Speed & Sport owners Matt and Ginger Hilgenberg, on January 27 in Long Beach, California.

AUTOGRAPH SIGNING: At North County Yamaha in Escondido, California, on February 10 from 6:30 p.m. to 8:00 p.m. Team Yamaha's Jeff Emig, John Dowd and Kevin Windham along with NCY/Primal Impulse/Yamaha's Pedro Gonzalez and Mike Metzger are scheduled to appear. For more information call 619/432-9501.

AUTOGRAPH SIGNING: At San Diego's House of Motorcycles in San Diego, California, on February 10 at 6:00 p.m. Team Honda/1-800-Collect riders Jeremy McGrath, Steve Lamson and Doug Henry are scheduled to appear, as is team advisor Jeff Stanton. For more information, call 619/229-7700.

CORRECTION: Regina USA, Inc., is a wholly owned subsidiary of Regina S.p.A. of Italy and is not owned by Parts Unlimited. Parts Unlimited is a distributor of the Regina Chain motorcycle product line.

MOVED: Air-Tech to 2530 Fortune Way, Vista, CA 92083; 619/598-3366 (phone) and 619/598-3336 (fax).

CORRECTION: Former GNCC Champion Fred Andrews is now riding for Andrews Yamaha Racing, not Sport Cycles Racing as we reported earlier. Andrews was formerly sponsored by Sport Cycles. **CN**

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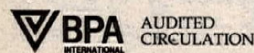
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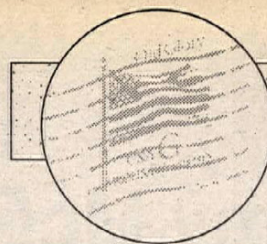
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VOICES

Letters to the editor

The IV question

If the sport of American motocross has a problem, it could be helped by not portraying Doug Henry as a "Willie Horton" in what is probably the widest-read motorcycling/racing publication in North America. I am not a fan of Mr. Henry's but I recognize his name and his accomplishments. Many racers could help themselves and the sport by representing themselves as well as Doug.

I feel that Davey Coombs' conjecture ("Racer X," Issue #2, January 18) helps to form a story to feed what he may feel is the reading public's need for sensationalism. Twice he portrayed Doug as "a rider with a needle in his arm."

In this article the author has successfully associated a top-line racer having a medical condition with supervised treatment to the stereotypical "street junkie." Fear and loathing...

This is a commonly accepted medical practice, not an "extraordinary" medical procedure as stated in the column. Who has never had a friend or relative in a hospital taking fluid and nutrients from an "i.v. drip?" Would the method of administration be more palatable if it were in pill form or sipped through a straw?

Bolstering the story with an unquoted statement from one team manager stating that he would be "forced to hire a trainer to administer similar fluids to the riders on his team" - can we then assume that he also would have to force his riders to have the identical meal that the last race winner had prior to the race? Do these types of statements shed favorable light upon team management?

Cheap shot? Or easy target? The problem lies in which are acceptable medical practices and procedures and which are unacceptable - not that Doug is treating a medical condition. Let's keep our points clear.

As Henry states: "I would trade places with anybody."

Bob Ramsay
Granville, OH

According to Coombs, the purpose of the column was not to be sensational or to pass judgement, but to provide factual information on a current issue affecting motocross. The reference to the needle was first overheard during a November AMA advisory board meeting. Coombs adds that as a professional, there is no rider that he respects more than Henry...Editor

Thank you

On August 12, 1994, our daughter Becky, 14, was critically injured during the amateur MX races in Washougal, Washington, when a motorcycle left the track and hit several spectators. The medics' quick response and their expertise saved her life; thank God for the talents of these professionals, we are very grateful for them.

Becky was taken by Lifeflight to a trauma unit in Portland, where she remained in a coma for two weeks after sustaining a severe traumatic brain injury. She then moved to a rehabilitation facility where she made good progress and was released on September 12. She is now at home doing therapy and is getting some much needed rest.

On October 8, 1994, the family was anxious to go back to the races and get back to normal. Dave (Old Timer Expert) and Kevin, 16, (125 Intermediate) like to help at Woodland MX Park and wanted to race. They talked about taking it easy, but unfortunately on the second lap of Kevin's race he crashed hard, was unconscious and was taken by Lifeflight with a severe TBI also. Kevin was in a coma for five days and was released on November 18 from the hospital - he's now back at school and going to therapy twice a week.

Both kids are making good progress and Kevin's therapist says he's motivated and wants to race next year. We thank God for his recovery, and for all of your prayers. We would like to thank everyone at Washougal, Woodland, Portland International Raceway and the Albany Supercross for everything they've done for us. We would also like to thank the pros, the factory teams and sponsors, the many motorcycle shops and clubs, our friends and fellow MXers and the many spectators.

We want to thank you all, not just for what you did, but also for the warmth, caring and concern you showed us. Receiving cards, donations and your prayers from all over the country has touched our hearts deeply. Getting the mail was the highlight of their recovery. Thank you for your help, patience and kindness. I pray that God will bless your lives in return. We can't thank you enough.

Dave and Janet Eakin
Portland, OR

We're happy to report that both Becky and Kevin Eakin attended their first day of school since their accidents, on January 30...Editor

The MotoWorld blues

For the last six months I have been working weekends, so I haven't been able to watch MotoWorld at its 11:30 p.m. air time. This weekend I was free and looking forward to MotoWorld and the Super Bowl. At 11:00 p.m. I started making popcorn, made sure the kids were asleep, kissed the wife good night, then settled in my favorite chair in great anticipation of MotoWorld.

Then it happened - my worst fears had come to life. What happened to Dave? Art Eckman and some little weenie were hosting MotoWorld. They showed half the supercross coverage I remember, and mostly showed Art crashing into a tree. I always thought of MotoWorld as a show where I could get all the latest race results - not to watch the MotoWorld staff take up valuable air time that could be used to cover a race.

The next morning my wife woke me up from a deep sleep in my favorite chair. When I told her what had happened, she assured me it was all a bad dream and that Dave Despain would be back next weekend. I sure hope so.

Robert J. Morello
San Mateo, CA

MotoWorld is now being hosted by Art Eckman and Bob Varsha...Editor

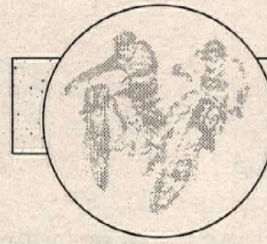
Go Jimmy

Let me be the first to congratulate Jimmy Filice on getting a ride on the Padgett's Yamaha team for the 1995 500cc World Championship Series. We all know that Jimmy has proven his ability and shown his professionalism in the sport of motorcycle racing (all forms), and will prove to be a worthy competitor in this series. It's about time that he got a shot at a full-time GP ride.

Good luck, Jimmy.

James C. Madrid
Lancaster, CA

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ON THE FRONT COVER

Team Honda/1-800-COLLECT's Jeremy McGrath and Team Suzuki's Damon Huffman (inset photo) made life miserable for the competition at the Anaheim Supercross. Coverage begins on page 6. Photos by Kinney Jones.



▼ (Fig. 1) Tim Ferry, Orlando, FL, January 14, 1995.



THIS IS WHAT WINNING LOOKS LIKE FROM TWO DIFFERENT ANGLES.

▲ (Fig. 2) Damon Huffman, Minneapolis, MN, January 21, 1995.

(Fig. 1) From this perspective we see Suzuki rookie, Tim Ferry, winning the opening round of the 1995 AMA 125cc East Region Supercross Series at the Citrus Bowl.

**REIGNING AMA 125cc
SUPERCROSS CHAMPION**

(Fig. 2) This angle provides stunning detail of Damon Huffman crossing the finish line at the AMA 125cc East/West Division Supercross

at the Metrodome. But what these shots don't tell you is that both riders won on production-based RM125s. Very similar to the ones you'll find at your Suzuki dealership. And speaking of RMs, there are plenty of support programs like the \$3.5 million contingency program, the new RM Cup Challenge and the Tony D.

Motocross School. Oh yeah, since we're carrying on our winning tradition from 1994, you can expect more pictures to follow.

SUZUKI

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SUPERCROSS
U.S. Supercross Series

Round 3: Anaheim Stadium

But it wasn't *easy*

ANAHEIM, CA, JAN. 28

For a brief moment, maybe for as long as a couple of laps, there was some doubt in the minds of the 55,417 spectators who filled Anaheim Stadium that Jeremy McGrath just might not win his third U.S. Supercross feature of the year. An un-Jeremy-like start in the 20-lap final left the two-time Supercross Champion mired in the middle of the 20-rider pack as the field rounded the first turn. But any thoughts of McGrath possibly not winning the popular MTEG-hosted Anaheim Supercross were all but erased after he had climbed from 11th to fifth by the sixth lap. Two laps later he was second and, at that point, the only rider who stood between him and his third consecutive victory was the red hot Larry Ward and his Team Noleen/Sizzler/Xtreme-backed Yamaha - the combination that had led from the get-go.

By then everyone knew that it was only a matter of time before Ward would become McGrath's next and last victim of the night. On the 12th lap, the 23-year-old from nearby Murrieta, California, made a spectacular airborne pass for the lead and, for all intents and purposes, the race was over. The Team Honda/1-800-Collect rider pulled away on his Skip Norfolk-tuned CR250 and roosted to victory. Again. But at least he had to work for this one.

"At first, I really wasn't sure if I was going to win or not," said McGrath of his midpack start. "But I wasn't thinking about losing. I knew I had the stamina so I wasn't really worried."

Ward, who is off to an incredible start in the '95 U.S. Supercross Series after finishing third at both the Orlando and Minneapolis events, thought he had a shot at winning.

"I thought I could win it," said Ward of his early lead. "That was until I saw that big number-one plate coming up behind me. Then I got a little nervous."

Despite getting passed by McGrath, Ward maintained his composure for the remaining eight laps to finish in second place over Team Yamaha's Jeff Emig, who made a questionable pass on Ezra Lusk late in the race that sent the factory Suzuki rider sprawling. The two riders had spent most of the race engaged in a fierce battle over third before Emig dived underneath the Georgian and took out his front wheel.

"Yeah, I made contact with Ezra, but I had to go underneath him to make a pass," said Emig. "I think I cut his front wheel."

Rounding out the top five were a pair of Team Honda/1-800-Collect riders - Steve Lamson and Doug Henry. Lamson, who sat out last week's supercross in Minneapolis with a sternum injury and was asked by his team manager not to ride at Anaheim, ran second for the first eight laps before slipping back to a strong fourth.

Team Kawasaki's Mike Kiedrowski, who finished sixth, had one of the worst outings of his SX career. A series of crashes forced the title contender to qualify for the feature via the Last Chance Qualifier, and a 12th-place start in the main event didn't help his cause any.

By Kit Palmer • Photos by Kinney Jones





(Opposite page) Stronger than ever? Jeremy McGrath seems to think so, as evident by his third consecutive U.S. Supercross victory, at Anaheim Stadium. He came from behind to win with eight laps to spare.

(Above) Back-to-back 55,000-plus. On the heels of the Minneapolis Supercross which attracted 55,723 SX fans, the Anaheim Supercross pulled its share of spectators with 55,417.

Team Yamaha's John Dowd rode well to seventh, finishing just ahead of Kawasaki's Mike LaRocco, who, like Kiedrowski, had a frustrating night. After rounding the first lap in 13th place, the 250cc National MX Champion climbed to as high as fifth before crashing into the back of a lapped rider on the 14th lap.

Completing the top 10 were Lusk and Honda of Troy rider Brian Swink.

McGrath's third win of the series gives him a perfect 75 points in the championship standings. Ward sits

alone in second with 62 points while Kiedrowski and LaRocco are next in line with 55 and 53, respectively.

In the West Coast 125cc main event, defending champion Damon Huffman cruised to an easy victory over Split-Fire/Pro Circuit/Kawasaki rival Ryan Hughes and Suzuki teammate Craig Decker. Huffman shot his Tony Berlutt-tuned factory RM125 into the lead and simply pulled away from Hughes and Decker, finishing some 11 seconds ahead of the Kawasaki rider.

"I'm sorry the race was boring," said Huffman afterward. "But I like 'em that way."

Huffman looks as though he'll dominate the 125cc West Coast Series just as McGrath is dominating the 250s, which might explain Huffman's new race strategy. "I've been watching Jeremy a lot and am trying to do what he does - ride the first half of the race the hardest, pull away, and from there ride consistent and smooth. It seems to work."

Hughes and Decker had a few brief battles, but, for the most part, there was little handlebar-to-handlebar racing action in the 125cc feature, where the top riders crossed the finish line spread out. Decker did make a last-lap charge on Hughes only to crash in a turn just before the finish.

250cc

Lusk was the early leader in the first 250cc heat race, but a crash on the second lap dropped him to fourth. Another crash a lap later ended any chance he had of qualifying for the feature via the heat race. Taking over the reins was Swink, who led for the next three laps before slamming into a lapped rider and crashing back to fourth.

Dowd suddenly found himself leading Kiedrowski and Lamson with only two laps remaining. Two turns from the checkered flag things got close when Dowd was balked in a tight turn by a lapper. The sudden slow-down caught Kiedrowski by surprise and he slammed into Dowd's back tire. Kiedrowski then veered off into a hay bale and crashed, stalling his engine in the process. While the Kawasaki rider struggled to start his

bike, Dowd and Lamson took the checkered 1-2, with Swink taking third.

Kiedrowski continued to struggle with his bike and his teammate LaRocco soon blasted by to slip into the final direct transfer spot. A frustrated Kiedrowski was headed for the semis. "The idle wasn't set right and it died right away," said Kiedrowski.

The win was Dowd's first in a supercross heat race. "I was wondering what it feels like - it feels pretty good," said Dowd. "Lamson had me a little nervous there but I just held my line."

Henry and Ward put in a good effort but couldn't stop McGrath in the second heat race. Henry took the holeshot ahead of Ward and McGrath, who passed Ward on the first lap. McGrath then stalked Henry until finding the fast line around him on the fourth lap. Even though Henry and Ward kept the champion in sight, they were no match as McGrath breezed to victory. Henry looked to have second in the bag until crashing on the last lap and getting passed by Ward. Henry recovered in time to finish third ahead of Suzuki's Greg Albertyn, who survived a close battle over Phil Lawrence and Shaun Kalos. The second heat race marked the return of Albertyn, who dislocated his shoulder during the opening round in Orlando, Florida.

Lusk, once again, nailed the holeshot - this time in the first semi. Unlike the first heat race, Lusk managed to keep the rubber side down and he went on to win the race. Kiedrowski, however, was making a run at Lusk after passing the Honda of Troy duo - Mike Brown and Todd DeHoop - until hitting a whoop which sent the Kawasaki rider over the handlebars and to the ground. The Kawasaki factory rider would have to transfer via the LCQ.

Brown was second with DeHoop, James Dobb (another Honda of Troy rider), and privateer Buddy Antunez headed straight to the final.

Emig ran away and hid in the second semi. After scrapping with KTM's Jeff Dement through the first few turns, Emig took command, pulled away and scored an easy win. Dement settled into

Falta returns

Those who attended this year's Anaheim Supercross were treated to a very special and lengthy intermission called the Legends of MX, which was produced by the Mickey Thompson Entertainment Group. "Basically a lot of other sports take care of their legends, making sure that they don't get forgotten," said MTEG's Tony Gardea. "We feel it's important to remember the guys of the past who helped build what the sport is today."

Many famous supercross racers of the past were invited to be a part of the Legends ceremony, including Jaroslav Falta (right), the CZ rider from Czechoslovakia who won the Los Angeles Supercross in 1974 at the L.A. Coliseum.

In all, 17 riders were introduced, including such notables as Gary Jones, Gary Semics, Marty Smith, Tommy Croft, Chuck Sun, Mike Bell, Donnie Hansen, David Bailey, Broc Glover and Johnny O'Mara. Some of the riders wore the same riding gear that they wore in their heyday, and Falta came riding out on a restored CZ Falta replica, loaned to him by Louis Harker.

After the introductions, four riders took to the track and competed in a charity race. Each of the four Japanese manufacturers supplied motorcycles: Falta (Suzuki), Smith (Kawasaki), Semics (Honda) and Bell (Yamaha). Each of the manufacturers donated \$1000 that would be given to the winner, who'd then donate the \$4000 to a charity of their choice.

The four-lap race, in which David Bailey provided the play by play, went down to the wire between Semics and Smith, both of whom, interestingly enough, now conduct motocross riding schools. Semics led for most of the race until getting passed on the last lap by Smith. Bell finish third with Falta fourth.

Smith, who won the very first Anaheim Supercross on December 4, 1976, donated his \$4000 earnings to the Olive Crest Home, a home for abused children.

According to Gardea, Legends of MX will also be held at the San Diego, Denver and Las Vegas Supercrosses.





SUPERCROSS

U.S. Supercross Series

Round 3: Anaheim Stadium



(Above) Suzuki's Ezra Lusk (24) and Team Noleen's Larry Ward (next to Lusk) fought for the holeshot in the 250cc feature. Ward came out ahead and led for 12 laps before getting passed by McGrath.

(Right) After two third-place finishes at Orlando and Minneapolis, Larry Ward did one better at Anaheim by finishing second. Here, he is happily greeted at the finish by his mechanic Clint Barry and Noleen founder Clark Jones.

(Below) Team SplitFire's Ryan Hughes (9) and Suzuki's Craig Decker dived for second place in the 125cc feature. Damon Huffman was long gone.



second ahead of Team Noleen's Kyle Lewis, Doug Dubach and Phil Lawrence, who was on the bubble for most of the race. They finished in that order.

Kiedrowski had little problem in winning the LCQ as he led from start to finish. The only question was who would finish second, the last transfer position of the night. It came down to a duel between Brooks and 125cc East Coast regular Mickeal Pichon. The battle was decided on the penultimate lap when Pichon triple-jumped his way past Brooks and into the feature.

Ward led the pack through the long, sweeping, first left-hand turn at the start of the 20-lap National, just ahead of Lamson and Lusk. Surprisingly, McGrath's Honda was not among the leaders but was instead midpack.

"I actually had a pretty decent start," said McGrath of his unusually slow get-away. "I was lined up right next to the (starting) box, but somebody came over on me pretty hard and I had to back off. I think it was one of the Honda of Troy guys."

Getting off the line even worse than McGrath were his two main rivals, Kiedrowski and LaRocco. The two Kawasaki riders rounded the first lap in 12th and 13th place, respectively.

But the man of the hour looked to be Ward, who was beginning to distance himself from the rest of the pack. "I had a lot of confidence and I knew that Jeremy was way back there," said Ward. "I figured I had a chance to win it."

Despite his injuries, Lamson was holding his own in second but Henry wasn't cutting his teammate any slack in third. Henry, a two-time 125cc National

MX Champion, pressured Lamson for seven laps before suddenly crashing.

"I had just gotten by Steve (Lamson) when I came up short over a jump," said Henry. "I was taking a breather and just made a stupid mistake."

The mistake cost Henry five places.

Up front, Ward continued to pull away from Lamson, but all eyes were focused on McGrath, who was gradually working his way up through the pack.

"I made a couple of mistakes early, and was riding a little squirrely but was still making the passes," said McGrath. "Then once I got close to the front I felt a little more secure and started riding fast and smooth. I was still on the edge, though."

By the ninth lap, McGrath had slipped by Lamson for second but still had four seconds to make up on Ward. However, he gained approximately a second a lap on the Team Noleen rider until he was breathing down his neck. On the 12th lap, the inevitable happened when McGrath sailed by Ward over a triple jump - taking his left hand off the bars and pointing his finger at the Yamaha rider.

For the remaining eight laps, the race was all McGrath's as he opened up a comfortable lead and took the checkered flag going away.

"Right now all I want to do is win races," said McGrath, who took the checkered flag after having earlier ripped off his goggles. "Two laps from the end, I hit my face on the crossbar and knocked the sweat down on the inside of the lenses. That made it a little blurry and I couldn't see."

The Anaheim win gave McGrath even more confidence. "I'm feeling great right now; I have the stamina and I'm feeling more like the Jeremy of '93. Last year, I kind of slacked off a little, didn't train as much, and had problems late in the races. Now, I've been training real hard and feel as good as ever."

Ward hung on to finish an impressive second. "I must admit that I got a little nervous when I saw Jeremy coming," said Ward. "I'm not used to running out in front and he's won the last two races. But I'm happy because this gives me more experience and maybe I can win it next time."

The main dice in the late stages of the race was between third-place Lusk and Emig. With two laps to go, Emig finally dived underneath Lusk and the two riders made contact with Lusk going down.

"He (Emig) just went too fast going into the turn," said Lusk. "It was just a take-out. But I guess that's racing. Because of the rain we've had lately, the track was a little soft and grooved up. That made passing a little difficult."

Emig ended up third, while Lusk had to settle for ninth. Lamson ended up fourth ahead of Henry, Kiedrowski, Dowd and LaRocco, who wasn't the least bit happy about finishing eighth. "I had worked up to fifth and went to pass Emig for fourth when he moved over to block me," said LaRocco. "(Jeff) Dement had stopped on the side of the track and I hit him." In his frustration, LaRocco took a swing at the 19-year-old KTM rider.

Kiedrowski wasn't all that pleased with sixth: "Just a lot of bad breaks," said Kiedrowski. "One thing led to another. I was coming up through the pack (in the feature) and fell, then I got up and did it again. It was just one of those nights."

125cc

The 125cc main event was decided just a few yards into the 15-lap race when Huffman powered his factory

Suzuki into the lead and never looked back. The defending 125cc Western Regional Supercross Champion simply blew everybody away.

"I just want to win every one of these things," said Huffman. "Getting the holeshot really helped, something I don't do very often. I'm very determined right now and I'm going to do whatever it takes to win."

Hughes had his chance early in the race, but just couldn't hang with Huffman. "I've been starting off the races too slow lately," said Hughes. "I was a little bit tight at first then I loosened up. I had troubles with lappers a couple of times. There isn't much to talk about when you get second."

Decker made things a little interesting a couple of times by challenging Hughes for second early, and again late in the race. "We were banging bars for a while at first, the lappers got in the way and I couldn't jump the triples," said Decker. "That's when Ryan started getting away. I started to catch him again later on but was again held up by lappers."

Finishing a distant fourth was Suzuki's David Pingree, while NCY/Primal Impulse/Yamaha team rider Pedro Gonzalez rounded out the top five.

Anaheim Stadium
Anaheim, California
Results: January 28, 1995
(Round 3 of 15)

125 HEAT 1 (6 laps, top 9 transfer): 1. Frederic Vialle (Kaw); 2. Ryan Hughes (Kaw); 3. Brian Deegan (Hon); 4. Cory Keeney (Yam); 5. Scott Sheak (Suz); 6. Chad Pederson (Hon); 7. Craig Decker (Suz); 8. Ryan Huffman (Hon); 9. Mike Chamberlain (Hon); 10. Jason McCormick (Hon); 11. Michael Brandes (Kaw); 12. Rusty Holland (Suz); 13. Dean Matson (Kaw); 14. Mike Metzger (Yam); 15. Brian Roth (Hon); 16. Forrest Transue (Hon); 17. Jimmy Lavorci (Hon); 18. Sebastian Tortelli (Kaw); 19. Marlo Painter (Hon); 20. Spud Walters (Suz).

Time: 6 min., 6.65 sec.

125 HEAT 2 (6 laps, top 9 transfer): 1. Damon Huffman (Suz); 2. David Pingree (Kaw); 3. Pedro Gonzalez (Yam); 4. Ray Crumb (Hon); 5. Jeff Pestana (Hon); 6. Jeff Willoh (Kaw); 7. Shane Trittler (Suz); 8. Oscar Lanza (Hon); 9. Greg Schnell (Suz); 10. Travis Preston (Suz); 11. Jason Norton (Kaw); 12. Erik Hilton (Hon); 13. Chris Wheeler (Suz); 14. Chad Swanjak (Hon); 15. Juan Ramon Morales (Yam); 16. Danny Ulven (Kaw); 17. Heath Voss (Hon); 18. Brandon Lacey (Kaw); 19. Anthony Pocarobba (Suz); 20. Tommy Clowers (Hon).

Time: 6 min., 1.63 sec.

125 LCQ (4 laps, top 4 transfer): 1. Dean Matson (Kaw); 2. S. Tortelli (Kaw); 3. C. Wheeler (Suz); 4. J. Lavorci (Hon); 5. Erik Hilton (Hon); 6. Rusty Holland (Suz); 7. Travis Preston (Suz); 8. Juan Ramon Morales (Yam); 9. Mike Metzger (Yam); 10. Forrest Transue (Hon); 11. Brian Lacey (Kaw); 12. Michael Brandes (Kaw); 13. Heath Voss (Hon); 14. Chad Swanjak (Hon); 15. Jason Norton (Kaw); 16. Anthony Pocarobba (Suz); 17. Marlo Painter (Hon); 18. Brian Roth (Hon); 19. Jason McCormick (Hon); 20. Tommy Clowers (Hon); 21. Danny Ulven (Kaw); 22. Spud Walters (Suz).

Time: 4 min., 6.52 sec.

125 MAIN (15 laps): 1. Damon Huffman (Suz); 2. Ryan Hughes (Kaw); 3. Craig Decker (Suz); 4. David Pingree (Suz); 5. Pedro Gonzalez (Yam); 6. Jeff Willoh (Kaw); 7. Cory Keeney (Yam); 8. Frederic Vialle (Kaw); 9. Chad Pederson (Hon); 10. Scott Sheak (Suz); 11. Greg Schnell (Suz); 12. Ray Crumb (Hon); 13. Jeff Pestana (Hon); 14. Jimmy Lavorci (Hon); 15. Sebastian Tortelli (Kaw); 16. Shane Trittler (Suz); 17. Chris Wheeler (Suz); 18. Oscar Lanza (Hon); 19. Ryan Huffman (Hon); 20. Dean Matson (Kaw); 21. Brian Deegan (Hon); 22. Michael Chamberlain (Hon).

Time: 14 min., 46.66 sec.

125 WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 2 of 10 rounds): 1. Damon Huffman (50/2 wins); 2. (TIE) Craig Decker/Ryan Hughes (38); 4. David Pingree (33); 5. Pedro Gonzalez (30); 6. (TIE) Cory Keeney/Chad Pederson (23); 8. Greg Schnell (16); 9. Jeff Willoh (15); 10. Scott Sheak (11); 11. Ray Crumb (9); 12. Jeff Pestana (8); 13. Jimmy Lavorci (7); 14. Shane Trittler (5); 15. Chris Wheeler (4); 16. (TIE) Tommy Clowers/Oscar Lanza (3); 18. (TIE) Jason McCormick/Ryan Huffman (2); 20. Dean Matson (1).

250 HEAT 1 (8 laps, 4 riders transfer): 1. John Dowd (Yam); 2. Steve Lamson (Hon); 3. Brian Swink (Hon); 4. Mike LaRocco (Kaw); 5. Mike Kiedrowski (Kaw); 6. Mike Brown (Hon); 7. Todd DeHoop (Hon); 8. Josh Steel (Hon); 9. James Dobb (Hon); 10. Buddy Antunez (Hon); 11. Takateru Atsuta (Hon); 12. Mike Chamberlain (Hon); 13. Ron Lechien (Yam); 14. Masaya Kohashi (Hon); 16. Greg Tirheimer (Hon); 17. Frederic Bolley (Yam); 18. Jon Hedden (Hon); 19. Mat Bateman (Yam); 20. Ezra Lusk (Suz).

Time: 7 min., 56.48 sec.

250 HEAT 2 (8 laps, 4 riders transfer): 1. Jeremy McGrath (Hon); 2. Larry Ward (Yam); 3. Doug Henry (Hon); 4. Greg Albertyn (Suz); 5. Phil Lawrence (Kaw); 6. Shaun Kalos (Suz); 7. Jeff Emig (Yam); 8. Kyle Lewis (Yam); 9. Doug Dubach (Yam); 10. Mickleal Pichon (Kaw); 11. Larry Brooks (Yam); 12. Mike Fisher (Kaw); 13. Jeff Dement (KTM); 14. Cliff Palmer (Hon); 15. Jean-Sebastien Roy (Hon); 16. Rich Taylor (Hon); 17. Rusty Holland (Suz); 18. Larry Linkogle (Hon); 19. Yusaku Kabota (Yam); 20. Spud Walters (Suz).

Time: 7 min., 42.38 sec.

250 SEMI 1 (6 laps, 5 riders transfer): 1. Ezra Lusk



(Left) Yamaha's Jeff Emig (6) and Suzuki's Ezra Lusk fought for third; Emig came out on top, Lusk on the ground. Here, Emig leads Mike LaRocco just before LaRocco crashed.
 (Above) Honda's Steve Lamson (5) passes a fallen Doug Henry, while McGrath prepares to attack.

Briefly...

Despite being asked by his team managers not to compete in order to give his injuries more time to heal, Team Honda/1-800-Collect's **Steve Lamson** raced anyway and finished an outstanding fourth. Lamson injured his wrist, bruised some ribs and stretched ligaments in his sternum while practicing for the series opener over three weeks ago. Lamson didn't compete last week in Minneapolis. "I've been going to Chapman University (Orange, California) for therapy and they've been doing a great job with me," said Lamson afterward. "They taped me up real good so my ribs had a lot of support. My only problem tonight wasn't from my injuries, but from not riding the last three weeks. My arms pumped up right away and I almost ended one lap from just being tired. I mean, I was wasted, so tired, by about the ninth lap. Then I seemed to get a second wind and smoothed out."

South African **Greg Albertyn** was another rider at Anaheim returning from injuries. The new factory Suzuki rider dislocated his shoulder in a heat-race crash at Orlando and sat out the Minneapolis Supercross last week. Albertyn qualified for the feature by finishing fourth in the second heat race. In the main event, Albertyn started off in 10th and eventually finished 12th. "My shoulder felt fine," said Albertyn. "I felt good, but 20 laps is tough, especially coming back from an injury. I crashed earlier in practice and that hurts more than my shoulder. Basically, now I have to worry about getting my fitness and endurance. I've got the speed; I'm not worried about that - I know I can hang with those guys, but it's just doing it for 20 laps that's the problem."

During intermission, **Jeremy McGrath** was given the **Mickey Thompson Award of Excellence**. The annual award recognizes the supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on- and off-track contributions for the positive growth of the sport. The first recipient of the award was Jeff Stanton in 1989, followed by Johnny O'Mara, Jean-Michel Bayle, Guy Cooper (1992-93) and now McGrath. "I'm really surprised and honored," said McGrath. "I had no idea I was getting this award at all. This means a lot to me."

GP motocrosser **Bader Manneh** attended the Anaheim Supercross but decided not to suit up. "Yeah, I would've liked to but if you don't ride supercross all the time it's just not a good idea going out there," he said. The Californian recently signed a deal to campaign the 250cc GP circuit on the Pepsi Honda team. "Right now I'm the only rider on the team, but I think they're looking for another rider."

Winning in Anaheim was a little bit more special for **Jeremy McGrath**, who lives approximately an hour south of the stadium in Murrieta. "All my friends are here," said McGrath. "I don't think there's anybody in Murrieta right now, they're all here." And for good reason. McGrath said he spent \$2200 in passes for his friends to attend the race - at least he got his money's worth.

You might think that **Jeremy McGrath** would be rooting for the San Diego Chargers in the Super Bowl the day following the Anaheim Supercross. After all, he does live approximately 50 miles north of San Diego. "No way, I'm a 49ers fan," said McGrath. "I was born in San Francisco, but moved out here when I was two."

It was a little tougher to chat with the Team Honda riders at Anaheim. Not only were journalists required to have a general pit pass to get into the pits, but they had to obtain a special pass to get into the Honda pit area. According to team manager **Wes McCoy**, after an accident last year when a pressurized tank exploded in the Honda pits, injuring a few people, they're trying to have more control of the area around their pits. McCoy's position as team manager is still temporary, but Honda's racing department manager **Gary Mathers** said: "If he wants the job, he's got it. We've got to make a decision soon."

Former National 125cc MX Champion **Ron Lechien** competed at Anaheim. In his first heat race, the "Dogger" was running in a transfer position until washing out in a turn and crashing. A lap later, he stalled his Yamaha in the same turn. From there, things went downhill for Lechien - he finished 13th in the semi and seventh in the LCQ - not high enough to qualify for the feature.

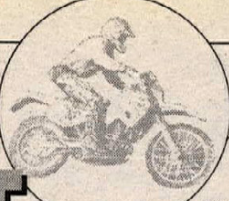
Scott Goggle rep **Bevo Forte** said at Anaheim that the AMA has, in his words, "given him a second chance" and he will again be the team manager for the U.S. MX des Nations team. "They just told me," said Forte. "We'll start a new winning streak this year."

Chrome is back. The SplitFire/Pro Circuit/Kawasaki team bikes sported a trick-looking chrome finish on much of their team bikes' plastic. According to team manager **Mitch Payton**, the process was done by famed helmet painter **Troy Lee**.

During an intermission, an all-women, three-lap race was held on a shortened version of the supercross course. **Amber Hughes** led every lap to take the win over **Shelly Kaan**.

To make himself even more noticeable on the track, **Jeremy McGrath** attached two blinking red lights to his helmet. In previous years, when Camel was the series' title sponsor, the motorcycle of the defending champion featured an eye-catching yellow-on-blue number plate.

Upcoming Rounds:
 Round 4 - Seattle, Washington, February 4
 Round 5 - San Diego, California, February 11



HARE & HOUND
Winter Classic Hare & Hound

Lucerne Valley

Too close for comfort

By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE, CA, JAN. 22

Sighs of relief and stories about racers who were so close they affected his concentration are not something you usually hear from Danny Hamel, but the close racing that characterized the first round of the 1995 National Hare & Hound Series wasn't exactly run of the mill either.

For 80 long miles, the defending National Hare & Hound Champion was denied the comfortable lead that he has enjoyed in almost every series event in the last four years. No matter what he did, through fast terrain and slow, at high speeds and low speeds, almost every time Hamel turned his head, Kawasaki teammate Ty Davis was breathing down his neck, threatening to spoil Hamel's bid to tie the five-in-a-row National Hare & Hound record held by motorcycle-ace-turned-truck-racer, Dan Smith.

"(Davis) was right there with me, pushing me the whole way. It kind of blows your concentration," said Hamel. "He kept catching me in the tight stuff in the last loop and he probably got within 20 seconds of me. Boy I'm glad that one's over."

When the checkered flag fell after what felt like one of the longest races in Hamel's off-road career, the Kawasaki KX500 racer took the round-one honors with just over a minute to spare over the hard-charging Davis.

"I got to stay with (Hamel) for once. I was so close out there that in some of the tight sections, I could smell his bike," said Davis. "It was a lot of fun."

Round-one action was hosted by AMA/District 37's Desert M.C., which has been putting on the Winter Classic since just after the club was founded in 1965. Desert M.C.'s reputation for challenging events, coupled with rain in the week leading up to the race, drew a healthy turnout of racers to the starting area at Bessemer Mine Road.

Despite ankle-deep water on Soggy Dry Lake and patches of mud on the entry road, there was still a light cloud of dust over the start as the racers practiced the bomb early on Sunday morning, and a chilly breeze coupled with cold temperatures that left frost on the sides of the road as late as 8:00 a.m. had pit crews putting on layer after layer of clothing and dancing from one foot to the other to keep warm.

The sky was overcast and it was still see-your-breath cold when the banner dropped for the first wave shortly after 10:00 a.m. and Davis led the charge up the wide-open bomb into the first of two 40-mile loops. Hamel was back in the number-four spot, tucked in behind fel-

(Right) Danny Hamel had to hustle to win the first National Hare & Hound of '95. The defending champ is striving for a fifth straight title.

(Below) Ty Davis - who finally gave Danny Hamel a run for his money - pins it down a sand wash on his way to a runner-up finish.



low KX500 racers Ted Hunnicutt and Paul Krause, and just one place ahead of Dave Ondas, but he didn't plan on staying there long.

"I knew I had to move up fast before (Davis) could get away so I was pushing really hard and I got the lead about four miles out," said Hamel.

But then another challenge began.

Once I got around (Davis) my arms pumped up really bad," said Hamel. "I couldn't hang on. I was riding like an idiot. My feet were off the pegs and everything."

Despite his unusual lack of form, Hamel stayed in front as the course headed into the hills, skirted around Anderson Dry Lake and then dropped into a tight sand wash that parallels Camp Rock Road.

"The course was excellent," said Hamel, echoing the thoughts of most of the racers in the field. "The club really laid out a good course. It was really challenging and marked really well, and even the first loop was great. It wasn't just all valleys - it was really technical and fun."

Destry Abbott, who had traded last

year's Open class ride for a KX250, did not agree. "It was way too fast. On the bomb I was wide open and it stayed like that for the whole first loop," said Abbott. "It was an open-bike course all the way."

And if a 250cc pilot thought the course was fast, 125cc captains like Jimmy Lewis knew they had their work cut out. "I worked my arse off all day," said Lewis, who was campaigning a Yamaha YZ125. "It was way too fast for a 125, plus I was about like a millionth to the bomb. I didn't realize how boring the first loop was because I was passing people the whole time."

A three-kick start, plus a broken knuckle from a race the day before, put Honda-backed Johnny Campbell in the middle of the pack when his race got under way, and Campbell's teammate, Jeff Capt, mounted on a matching XR600-based thumper, had his starting burst slowed by a flying rock that left him with a deep cut alongside his nose.

Hunnicutt revised his race strategy about halfway through the uphill bomb. "I hurt my wrist going up the bomb and then my arms kept falling asleep," said

the Kawasaki Team Green KX500 pilot. "I didn't ride for the last two months - too much lounging over the winter, so I decided it would be a good day to just try to get my body back in shape."

For KX125 hotshot Quint Betts, just making it past the bomb was a dream come true. "I really have to thank Team Green," said Betts. "My bike seized practicing the bomb. I took it over to them and they totally rebuilt the top end before the start. I got to the line with three minutes to spare."

The last-minute wrenching meant that a surprise presentation that Kawasaki's staff had planned for just before the start of the race had to be put on hold, and it wasn't until after the event was over that Hamel learned that Kawasaki wanted to present him with one of its top-of-the-line mountain bikes in recognition of his efforts and success in the National series over the last four years.

But recognition was the furthest thing from Hamel's mind as he powered through the final stages of loop one, which ran through the Cougar Buttes area and skirted the east end of Soggy Dry Lake. Davis was hanging tenaciously to his rear fender and the race was too close to think about anything except a wide-open throttle.

"I pulled away in a valley after I first got by him, but he almost passed me back in a rocky canyon," said Hamel. "When we got to the next valley, I held it on all the way across and didn't think I'd see him again, but he was right there when we came into the pits."

When Hamel cleared his pit at the end of the first loop, Davis was only 17 seconds behind and from his hard-on-the-gas riding style, it was obvious that the number-two racer had no intention of handing Hamel an easy victory.

Almost five minutes passed before Capt and Krause headed into pit row in

an all-out tussle for third overall. Dan Richardson's privateer CR500 was in fifth and Vet contender Abe Baumann hit the pits in sixth, unaware that the National number on Krause's plate hid the fact that the go-fast Open Class racer had recently turned 30 and had decided to move up to the Vet division for the '95 series.

Seventh overall and first in the 250cc Expert class was in the hands of Destry Abbott. Hunnicutt held eighth ahead of 30+ Honda pilot Drey Dircks, who had suffered a front flat just five miles off the start and was forced to ride the rest of the 80-mile event on it, and John Rudder's Vet class Yamaha rounded out the top 10.

Another class change was logged by Rex Staten, who held 11th overall at the halfway point. Staten, who dominated the 30+ class throughout the 1994 season, was sporting a 40+ number in honor of his 40th birthday, which fell on the same day as the first race of the new year's series.

Don Griewe brought ATK's new liquid-cooled 250cc through in 12th, and Cycle World's Lewis had the 125cc lead in 13th.

Loop one brought its trials as well as its triumphs. For Dave Ondas, the trial was a broken footpeg when he was running sixth overall in the early going. "I was right behind (Hunnicutt) and (Krause) about 10 to 15 miles off the start when I hit a G-out a little hard and sheered my footpeg right off," said Ondas, who limped back to the pits. "Today's course was awesome. I can't believe how fun it was."

For Todd Hoy, the disappointment came in fourth overall when he was in sight of the pits. "The ignition went out and that was it," said the KTM 500 racer. "It was a good race with some good technical stuff, but it was over for me right there. I had to push the bike in. That's the way it goes sometimes."

Out in front of the pack, things were far from easy for Hamel as the desert ace found himself in the unusual position of having to stay on his toes all the way to keep Davis at bay. "Going into the second loop it was really fast out there so I knew I had a big advantage and I held it on as long as I could, because I knew the tight stuff was coming," said Hamel. "(Davis) caught me again in the second loop - caught up so I could see him. He probably got to within 20 seconds of me. I'm thinking, 'Oh man, we've got to get out of the rocks and into the valleys or I'm in trouble,' but once we did, I breathed a sigh of relief."

Five minutes behind the lead duo, the battle was just as tight, as Capt and Krause swapped back and forth for third in the overall standings. Their tussle continued all the way to the final valley, when Krause made a last-ditch effort that catapulted him past the Four-Stroke class leader.

"We had a really good ride dicing together," said Capt. "He passed me about two miles from the finish but I got him back."

For Baumann, the excitement came 10 miles from the finish when he finally abandoned a battle to keep the seat on his KX500. "My seat broke off and I was holding it between my legs hoping not to lose it," said Baumann, who had tried to fix the seat but found that the brackets had broken. "Hunnicutt passed me and I finally let the seat go. I wanted to sit down and relax but every time I did it hurt. Then (John) Rudder came up beside me and I saw the (Vet Class) V on his number. I didn't care about the pain then. I just said, 'You've got to go for it,' and I did."

A few positions to the rear of the battling Vets, quarter-liter-pilot Lewis had picked up an unusual sparring partner in 600cc thumper-mounted Campbell. "I hooked up with (Campbell) in the second loop and we passed a lot of people but that was in the tight stuff. They would pass me all over again in the valleys," said Lewis.

As the tougher, more technical of the two loops turned for home, Hamel found that Davis' tenacious ride wasn't the only thing that stood between him and the checkered flag. With seven miles to go, the race leader noticed that the fuel level in his translucent tank was perilously low.

"The last loop was 40 miles, huh?" he asked race officials at the finish. "Come on, it had to be a little bit longer than that. I wasn't going much further, that's for sure. I have maybe three miles worth of gas left and from Victor Pass all the way in, I was quarter-throttle. I knew I was running out."

But despite the last-minute panic that cut his speed drastically on the final stretch, Hamel was still out in front of the pack when the checkered flag fell after almost two hours of racing, and his bid for National title number five was underway.

"It was a good technical race. We've had tighter ones but, for out here, it was good. The club really used some imagination. There weren't very many whoops and it was a lot of fun," said Hamel.

"It was a different race for me, that's for sure," Hamel continued. "This race today was the first time that I've passed (Davis) and he has actually made an attempt to pass me back. Normally he gets behind me and stays there because it's so much easier to follow than it is to lead."

Davis, who finished second by just over a minute, said he had slowed to a safe speed for the run down the final valley. "The last part was scary rough coming in - it was all cross grain. Going really fast, you can't see anything," said Davis. "The race was a lot of fun. We went back and forth and I almost passed him back on this one ridge. I could catch him in the tight stuff but he pulled on me in the really fast choppy stuff. He just rode the course better than me."

Capt finished his two loops of the course six minutes behind the leaders to take the Four-Stroke Expert honors with blood all over the tank of his Honda and Krause cemented to his rear fender. "I had a really good ride. I just tried to stay smooth and not make any mistakes and I had a good day," said Capt, who had spent almost 80 miles trying to ignore his badly cut face, which would require a stitch or two as soon as there was time.

Krause was low-key about taking the Vet class win in his first 30+ shot at the National series. "I had an okay day, no problems. I just didn't go fast enough at the end," he said.

Dan Richardson wrapped up his ride in fifth overall, despite taking it easy for much of the journey. "I've only been on a bike about two times since the last National," said Richardson. "I haven't done anything for a while."

Destry Abbott topped the 250cc field in sixth, ahead of Ted Hunnicutt, and 30+ racers Abe Baumann and John Rudder. "I was middle-pack on the bomb so I just tried to keep passing people. I was just pinned the whole way and I went down pretty good twice in the second loop," said Abbott. "This is the best I've ever done at Lucerne so I'm happy. I hate this place and I always do really badly here."



Lewis had his work cut out holding Campbell's thumper at arm's length throughout the second loop but when the dust cleared, he had grabbed the 125cc win and 10th in the overall standings, one spot ahead of his loop-two shadow. "I reached my goal. I just wanted to make it into the top 10 overall, and I did it," said Lewis, much to the surprise of KX125 racer Quint Betts, who is used to a clearer shot at the 125cc honors.

"I didn't know that was Jimmy Lewis," said Betts, shaking his head when he found he had taken third in class behind Lewis and Kris Keefer. **CN**

Winter Classic Hare & Hound Lucerne, California Results: January 22, 1995

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Jeff Capt (Hon); 4. Paul Krause (Kaw); 5. Dan Richardson (Hon); 6. Destry Abbott (Kaw); 7. Ted Hunnicutt (Kaw); 8. Abe Baumann (Kaw); 9. John Rudder (Yam); 10. Jimmy Lewis (Yam); 11. Johnny

(Top) Jeff Capt (1) shrugged off a rock-induced cut on his face to finish third on a Honda four-stroke. Paul Krause (12) gives chase.

(Above) A group of racers dice on the bomb run. The Winter Classic featured a fast, 80-mile course.

Campbell (Hon); 12. Drey Dircks (Hon); 13. Jim Gray (KTM); 14. Jim Loh (Kaw); 15. Rex Staten (Kaw); 16. Ron Bragdon (Hon); 17. Ron Peters (Hon); 18. Craig Adams (Kaw); 19. Don Griewe (ATK); 20. John Kawell (Kaw); 21. Kris Keefer (Yam); 22. Dan Parrot (Kaw); 23. Tom Hendricks (Yam); 24. Lon Brand (Hon); 25. Bill Maxim (Kaw).

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Dan Richardson (Hon).

250 EX: 1. Destry Abbott (Kaw); 2. Jim Gray (KTM); 3. John Kawell (Kaw).

125 EX: 1. Jimmy Lewis (Yam); 2. Kris Keefer (Yam); 3. Quint Betts (Kaw).

30+ EX: 1. Paul Krause (Kaw); 2. Abe Baumann (Kaw); 3. John Rudder (Yam).

40+ EX: 1. Rex Staten (Kaw); 2. Bill Maxim (Kaw); 3. David La Praik (Kaw).

50+ EX: 1. Albert Hull (Yam).

4-STRK EX: 1. Jeff Capt (Hon); 2. Johnny Campbell (Hon); 3. Ron Peters (Hon).

1995 MOTOCROSS

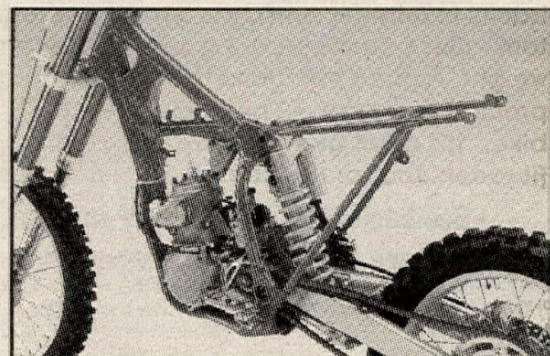


YZ250

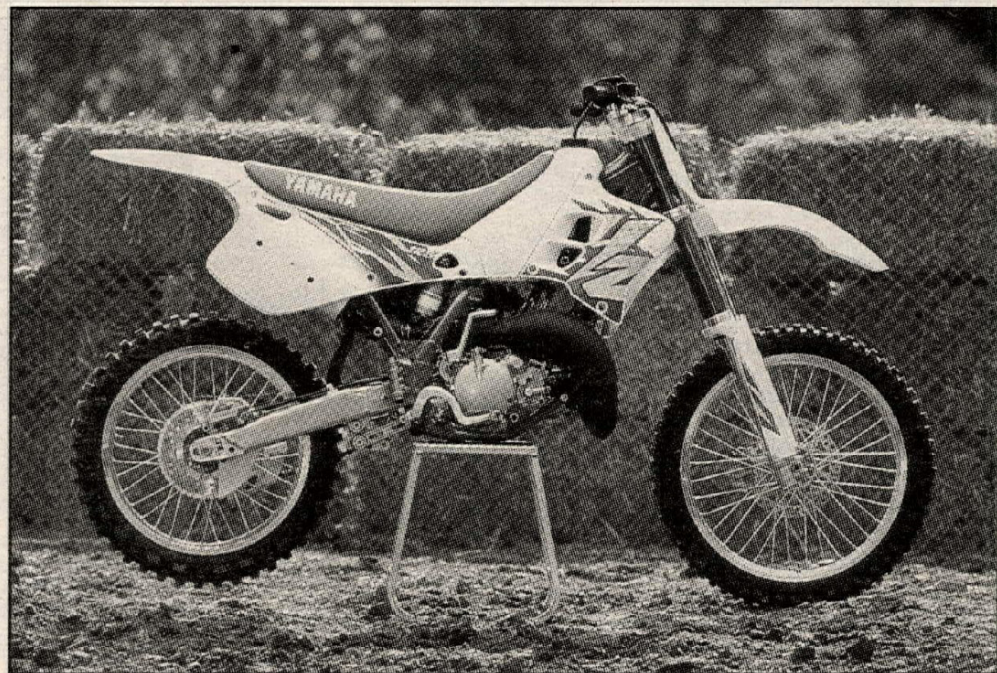
INTENSE

Every season, the really serious racers get their new 250's, take them home—tear them apart—and trick them out. It's just the standard routine that racers go through. Bad news guys—you can't do that anymore. • You see, we took the YZ250, and rather than take it home, we took it to the factory. Tore it apart. And really tricked it out. • We started with the engine, adding a resonator box to the Power Valve system and used a Keihin carburetor which gave the motor a harder hit in the mid-range portion of the powerband to give you more pulling power out of the corners. We changed the intake manifold radius and reed valve system for improved air flow. Even the airbox passageway got boosted, so the YZ250 can take bigger oxygen gulps. And we changed the internals of the Power Valve for more control and a longer, wider power hit. Then we topped it off with a stronger ignition system that generates higher voltage at the spark plug. We even dove into the transmission and figured out a way to make it shift crisper. • The next stop was handling and suspension. We went into the Racing Department and borrowed their fork design that features the new mid-range travel valve. It boosts the suspension's mid-stroke performance (where your forks work the hardest). Then we slipped in a larger shock piston and ring set-up. Finally, we changed the steering head angle, tucked it in a tad for quicker steering, then changed the triple clamp offset to

provide just the right balance between precise steering and straight-line stability. • From there we moved onto improving the brakes. The front now has new pads for a more positive feel, while the rear got a new stainless steel rotor and a new caliper guard. And since the wheels were off anyway, we designed a new spoke set-up to give you more time between maintenance intervals. • The last thing we did was brighten the color a little bit. Didn't make it faster—but it looks cooler. • Sorry about taking all that hop-up, trick-out stuff away from you—we just couldn't resist doing it ourselves. •



It's living large in the high rev range—the 125 class—a world of wide open throttle, lots of clutching and a billion shifts per lap. The smallest mistake can instantly drop you back six positions—and the slightest edge can be the difference between grabbing a trophy and going home with a handful of excuses. In 125 racing, the only way to stay ahead is to keep getting better. Introducing the 1995 YZ125. It's this season's hottest screamer. • The square bore engine, which debuted last year, has received numerous performance improvements for the 1995 roosting season. There's a repositioned Power Valve that works with the re-shaped exhaust ports. Plus it has a bigger carburetor, a larger air cleaner, an enlarged intake boot and a smoother fuel intake tract. It delivers better, stronger power. • The YZ125 still hits hard—very hard—but now the additional power boost gives you more usable power to point and shoot with. • 125 Pro riders know that when you're totally on the gas, you can't back off just because of gnarly racetrack bumps. This year's YZ125 suspension is fine-tuned to keep you ahead of the wolves and out of the banners. The front forks have received a new mid-stroke damping valve (tested and proven on the works bikes) for better performance when the forks are battling the bumps in the mid-stroke range—where your suspension works the hardest. • The rear shock has a larger piston, piston ring and a top bearing Teflon sheath for increased suspension durability. It's a suspension package that isn't going to let you down or fade away on the closing laps. • Since the YZ125 now goes faster, it made sense to make sure it stops better too. There's new front brake pads that delivers stronger, more controllable braking and incredible “finger feedback.” The rear wheel sports a new stainless steel disc brake for higher heat resistance and longer life. • The 1995 YZ125. It goes faster. It rides smoother. It stops better. •



YZ125

PRECISE

YAMAHA

The 80 class used to be a place where riders got their first taste of what "real racing" was like. Not anymore. Now there's kids making an impressive living in the pro class—even though they're years away from getting a driver's license. Yup—the 80s have gotten real serious. And the YZ80 consistently leads the pack, with the most sophisticated, hardest-hitting package available. • It's a highly successful, exceptional performing 80cc machine that consistently gets to the checkered flag first. Don't kid yourself: this so-called "mini bike" is jam-packed with wide open high tech goodies. It screams along with a liquid-cooled, six-speed, crankcase reed induction engine that sports an inclined cylinder for smoother intake. The cylinder walls are impregnated with ceramic composites—same kind of thing the space shuttle uses—for better heat dissipation and longer life. • Since it lives in the million RPM range most of its life, the clutch is exceptionally strong. The 1995 YZ80 now has seven friction and six steel plates, plus five springs instead of four. Go ahead and blur the left lever—it won't go mushy on you. • The YZ80 was the first bike in the class with inverted front forks for soaking up the bumps and making steering more precise. This season the forks are even better with the addition of fully adjustable rebound and compression damping settings, identical to the larger machines, for more precise, track-specific suspension tuning. In the rear is a rising-rate link-type single shock with preload, compression and rebound adjustments. All of it with almost 11 inches of travel—front and rear. • The YZ80 is tied together with a slim, reinforced frame, designed with supercross-style tracks in mind. It even has a trick steering head with tapered top and bottom roller bearings—plus a removable rear subframe. And there's a lightweight, rugged swingarm that helps give the YZ80 its legendary quick, precise handling. • The 1995 YZ80. It's not what you might call "a mini-bike." It's a full blown, wide-open, high-tech weapon that just happens to fit racers that are a little on the small side. •



YZ80

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YAMAHA



OFF-ROAD
Best in the Desert Silver State Series

Round 1: Oasis/Mesquite Gran Prix

Davis does it again

By Anne Van Beveren
Photos by Tom Van Beveren

MESQUITE, NV, JAN. 21

Kawasaki's Ty Davis took Nevada by storm at the Oasis/Mesquite Gran Prix, using a wet course and the agility of a motocross champion to trounce a field of top desert racers - including arch-rival Danny Hamel in his own backyard.

Davis, who opted to tackle the notoriously tight Mesquite course on a Kawasaki KX250, started making his move the second he left the start. He was three minutes ahead of the race's top contenders at the end of the first 14.8-mile loop and he kept the throttle wide open all the way to the checkered flag.

At the end of two hours and five minutes of racing, Davis' three-minute margin was still intact and the Southern Californian was all smiles as he took what he hopes will be the first in a long line of Nevada checkered flags in 1995.

"I really didn't have a plan going into the race. I was just going to ride as fast as I could," said Davis. "I've always enjoyed riding in the sand and there's a lot of that here. It makes the course like a giant motocross track."

The first round of the five-event series organized by Casey Folks drew 277 racers to Mesquite, a gambling town two hours east of Las Vegas on the Nevada/Utah border that welcomes racers with open arms and allows part of the course to run along city streets.

The weather was not nearly as warm as the town's welcome as the racers prepared for the 10 a.m. start. The sky was gray and a light drizzle was falling as the motorcycles lined up for the start on the pavement outside Mesquite's junior high school.

Hamel's KX500 was on the front row of the four-bikes-at-a-time starting grid, handlebar-to-handlebar with Utah's Mark Lundgreen and Kawasaki teammate Paul Krause (KX500), who spent the last couple of minutes before the start kneeling beside his bike frantically tightening a loose bolt or two. Another pre-race favorite, last year's Silver State Series overall champion Greg Zitterkopf, had entered his KTM in the brand-new Four-Stroke Pro class, which put him on row three of the grid, and Davis had the "keeping the favorites in sight from behind" advantage of being back on row seven.

When the starting light flashed green for the first time, Hamel came off the front row in last position. Lundgreen led the way down the 20 feet of slick pavement and Krause tucked in behind as the front-row starters zigzagged through the first dirt section then powered out into the twisty, ever-changing terrain of the almost 15-mile course.

The rest of the rows followed one at a time, leaving the live-engine start at 30-second intervals. Davis was all business when he shot off the line. Enduro ace Dick Burleson was all thumbs.

"I augered right off the bat," said Burleson with a grin. "I got on my bike, hit the throttle and on the very first little thing you dive off, it went 'whoop' and



The only downside to Abbott's first loop was being passed by Davis.

"I tried to stay with him when he passed me but that didn't last long. He was flying," said Abbott.

When the front-runners completed their first loop of the course in just under half an hour, Hamel was at the head of the pack. He led the way through pit row, which was laid out around three sides of a park, and powered off into loop two. Zitterkopf's four-stroke was a minute behind in the physical standings, but when starting times were adjusted, he had the edge on Hamel by 51 seconds.

Krause and Davis hit the start of the pit-row pavement in an elbow-to-elbow sprint but Davis was way ahead on time. When the stopwatches were checked and the calculations made, the KX250 racer was running first overall on adjusted time, just over a minute ahead of Hamel.

Eyebrows went up almost as far when times were calculated for Scot Harden, who brought his KTM 300 into the pits in 14th. A no-holds-barred first loop catapulted the Over-30 Pro into third overall in the time-adjusted results, a remarkable 45 seconds ahead of Hamel.

"The bike worked really well - it was awesome thanks to Tom Moen, who did the suspension for me, and I was really motivated," Harden said. "The Vet Pro class had a big field and some good riders. It really motivated me to do well."

Rain took its toll in the second loop

(Left) Ty Davis got the 1995 season off to a good start by winning the Mesquite GP, the opening round of the Best in the Desert Silver State Series.

(Below) More than 275 riders competed in the Casey Folks-hosted event.



it threw me right down. Once I got going it was great. It was fun cruising through people's yards."

The course wound back and forth on its way through town, alternating between washes, the bed of the Virgin River and bits and pieces of the local countryside on both the north and south sides of Interstate 15.

"The course was awesome," said Hamel. "The eight miles on the south side of I-15 were really tight and sandy, going in and out of the river bottom. Once we got north of the freeway it was pretty fast going - wide open a lot of the way. There was a good variety of terrain."

Drizzle continued throughout the early laps of the five-loop race and the dust-free conditions meant that all Davis had to worry about was edging around the earlier starters as he leapfrogged his way up through the pack.

For 250 Pro Destry Abbott, who started two rows ahead of Davis, edging around the earlier starters provided a boost that made him go faster and faster.

"I bagged the holeshot and was doing well right off the start," said Abbott. "I caught some people and, once I started passing guys that started in front of me, I built a little confidence."

and goggles were ripped off left, right and center, but for Zitterkopf, the problems were a lot more serious than muddy, rain-streaked lenses. The hard-charging KTM pilot's four-stroke developed mechanical problems near the halfway point of the second loop and a disappointed Zitterkopf was forced to push his bike off the course and call it quits for the rest of the day.

Zitterkopf's misfortune put a grateful Johnny Campbell into the Four-Stroke lead.

"It was bad luck for him but really good luck for me. He was on the gas and I don't think I would've got him if he didn't break," said Honda-backed

Campbell, who was having a far-from-perfect ride. "It was a very tough course on a heavy bike. The two-strokes had a definite advantage in the deep sand. And I clipped a fence on the second loop, which didn't help. It looks like I've broken a knuckle."

At the end of the second loop, Davis was just 17 seconds behind Hamel in the physical standings and had a three-minute-13-second lead on adjusted time. Harden was third in the time-adjusted standings, half a minute behind Hamel, and Campbell was fourth, just five seconds slower than Harden. Abbott's KTM was another five seconds back at the head of the 250 Pros, in fifth overall, and Over-30 Pros Drey Dircks, John Rudder and Rex Staten rounded out the top eight.

Slick pavement combined with high speeds and knobby tires to give the spectators one thrill after another as the racers rounded the two 90-degree corners on pit row.

"On the second lap at the end of the first straight I grabbed a little bit too much front brake and slid right on down the street through the hay bales," said Krause, whose description of the fall was not nearly as interesting as the one given by Davis, who was just in front of him at the time of the crash.

"The little bit of pavement they had was pretty slick because it rained and I got to see Krause slide all the way down the pavement on his backside," Davis laughed. "I turned back and he was on his butt sliding. He was going fast and he slid an awful long way - right into the hay bales. It was incredible. I'd like to see that again."

Donnie Book suffered a similar fate. "I went right through the bales at the end of the straightaway. I just couldn't turn," said the racer from Colorado. "The guy working the corner held the ribbon down so I wouldn't take it out."

As loop three got underway, things finally started to come together for KTM 250 racer Jim Gray, who was eighth on adjusted time at the end of loop two.

"My first loop was terrible. I started in the third row of the 250s, and it seemed like the only place I caught anybody was in the tight when I couldn't get around them," said Gray. "The second loop went better and the third loop went great."

Davis' third loop went better than anybody's. He moved up hard on Hamel's heels and finally made a move to get around the arch rival who has forced him to settle for second overall in too many races to count.

"I knew I was getting close. I kept smelling his fumes in the canyons so I knew he was around there somewhere," said Davis. "I finally got him in a tight section. It was a really nasty section and we were catching a slower guy so it was pretty exciting. He roosted me a couple of times really good. We were pretty much wide-open out of control."

When the loop was over, Hamel was just over half a minute behind the new race leader in the physical standings and he was four minutes back on adjusted time. Harden was still hanging onto third overall, with a half-minute safety margin over fourth-placed Abbott, and Harden's Over-30 classmates Rudder and Dircks were holding their own a minute behind him.

Campbell had a comfortable lead in the four-stroke division, KTM pilot Ed Sorenson was leading the Expert class racers just ahead of Sean Steele, who was trying a Husaberg 600 on for size for the very first time, and Troy Kalina was leading Charlie Kline in the battle for 125cc Pro honors.

(Right) Scot Harden (P01) not only won the 30+ Pro class but finished third overall as well. (Bottom right) Danny Hamel was the runner-up, admitting that he plainly got beat by Davis.

As the race wore on, the course was rougher and rougher, and a few sections turned to mud, which East Coaster Dick Burleson said made it "look sort of like a Nevada Blackwater."

For top contenders like Hamel, the mud was no problem.

"It did have some muddy sections but they weren't nearly as bad as two years ago when lots of people got bogged down," said Hamel. "You could get stuck today if you didn't have some momentum, but if you carried some speed you could get through, no trouble."

A lack of conditioning meant Rex Staten wasn't having any fun at all.

"I've been working too much to ride and it showed today," said the Vet class KX500 racer. "It was tight, so it was hard to hang on to a 500 - you were fighting it all the time. On a 250 you would've had a bit of an advantage. I got tired on the second loop."

And trouble was starting to spread up and down the ranks. Book fell over in a wash, Kawasaki's Dave Ondas was struggling with a dying ignition that had started to give him trouble in loop three, and 16-year-old rising star Nick Pearson wasn't having any fun at all.

"I don't know what happened to me today. I wasn't in tune with my bike at all. I just wasn't riding good," said Pearson. "It was fun at first but it just got worse and worse and worse as the course got rougher. I'm not used to getting beat. It's not fun. I better go home and practice, I guess."

But out in front, Davis was having enough fun for everybody. He took the white flag at the end of loop four with almost four-and-a-half minutes to spare and was still an impressive three minutes and 15 seconds ahead of Hamel when the checkered flag came out. A guaranteed purse of \$3500 for the race meant the Kawasaki Team Green/Moose Racing/Shoei/Oakley/Acerbis/N-Style/FMF/Maxima/Tsubaki/Braking-backed racer earned \$343 for his class win plus a \$1000 bonus for first overall.

Second-placed Hamel earned a \$218 purse for his Open Class win plus a \$250 bonus.

"I had a great race with no problems. I never fell down and never made any mistakes," said Hamel. "The rain didn't affect me a bit. I'm getting more used to riding in it because I did it quite a bit last year, so it's no problem. I rode as hard as I could and this is where I came up. Davis just rode better. Bottom line - I got beat."

Harden, who finished third overall, eight minutes behind the race leader, was jumping up and down with glee at his performance.

"Third overall - wow! For a 39-year-old man, it's awesome. It's nothing short of phenomenal for an old geezer to finish like this," said Harden. "I rode like a stallion all day. I was focused and didn't make any mistakes, and I got a third overall racing these kids. I'm really stoked. This is a great sport is all I can say."

Harden's closest Over-30 competition was John Rudder, who brought his Yamaha home in seventh overall, and Rex Staten took third in class in 15th overall despite having his seat fly off the bike eight miles from the end of the race.



A consistent ride with no falls took KX250 racer Destry Abbott to victory in the 250 Pro division in fourth overall.

"It went excellent from the start. I rode really well and really consistent, and the bike ran great," said Abbott. "That's my kind of riding."

Johnny Campbell's tenacious ride earned him fifth in the overall standings and victory in the Four-Stroke Pro class.

Second in the division went to Campbell's younger brother Jamie, who swapped his usual 250cc mount for one of Honda's XR600Rs to boost entries in the new four-stroke division.

A steady ride by Krause netted sixth overall ahead of John Rudder, KTM 250 racer Bryan Folks, Jim Gray and Open Pros Dave Ondas and Mark Lundgreen.

Nick Pearson, who completed his ride in 13th overall, felt a lot of sympathy for the amateurs, whose race began as soon as the Pros and Experts had cleared the course.

"The course got really, really rough by the time I finished. Those amateurs have got it bad having to do five laps of that," said the KTM 250 racer.

The 125cc Pro win was claimed by Troy Kalina in 36th overall. Expert class honors went to Open class racer Ed Sorenson in 16th overall, Brad Christensen's 250cc Yamaha was second

overall in the Expert division and Sean Steele's new Husaberg completed the course in third.

Over-40 Expert Tom Webb topped his class and finished three places ahead of the highest ranking Over-30 Expert. **EN**

Mesquite GP Mesquite, Nevada Results: January 21, 1995

O/A: 1. Ty Davis (Kaw); 2. Danny Hamel (Kaw); 3. Scot Harden (KTM); 4. Destry Abbott (Kaw); 5. Johnny Campbell (Hon); 6. Paul Krause (Kaw); 7. John Rudder (Yam); 8. Bryan Folks (KTM); 9. Donnie Book (Kaw); 10. Jim Gray (KTM); 11. Dave Ondas (Kaw); 12. Mark Lundgreen (KTM); 13. Nick Pearson (KTM); 14. James Summers (Yam); 15. Rex Staten (Kaw); 16. Ed Sorenson (KTM); 17. Scott Morris (Kaw); 18. Brad Christensen (Yam); 19. Daryl Folks (KTM); 20. Sean Steele (Hbg).

OPEN PRO: 1. Danny Hamel (Kaw); 2. Paul Krause (Kaw); 3. Dave Ondas (Kaw).

250 PRO: 1. Ty Davis (Kaw); 2. Destry Abbott (Kaw); 3. Bryan Folks (KTM).

125 PRO: 1. Troy Kalina (Hon); 2. Charlie Kline (Hon).

4-STK PRO: 1. Johnny Campbell (Hon); 2. Jamie Campbell (Hon); 3. Brandon Gerber (Hbg).

0-30 PRO: 1. Scot Harden (KTM); 2. John Rudder (Yam); 3. Rex Staten (Kaw).

OPEN EX: 1. Ed Sorenson (KTM); 2. Sean Steele (Hbg); 3. Kurt Hintz (Kaw).

250 EX: 1. Brad Christensen (Yam); 2. Brook Finlinson (Kaw); 3. Thayne Stanworth (Kaw).

4-STK EX: 1. Bob Jones (Hon); 2. George Pennington (Hbg); 3. Glen Warren (ATK).

0-25 EX: 1. Steve Hutchings (Kaw); 2. Todd Johnson (Hon); 3. Glenn Taylor (KTM).

0-30 EX: 1. Cory Ayers (Hon); 2. William O'Hara (KTM); 3. Jeff Fegert (KTM).

0-35 EX: 1. Ron Lawson (Hon); Andy Segale (Kaw); Kevin Bogue (KTM).

0-40 EX: 1. Tom Webb (KTM); 2. Richard Burleson (KTM).

INTERVIEW

Tom Kipp

By Dean Adams • Photos by Henny Ray Abrams

At the end of the 1993 racing season, Tom Kipp was the forgotten man of U.S. road racing. It mattered not that the Ohioan had won the 600cc Supersport crown in 1992, or that he was one of the fastest men in AMA Superbike racing for the early part of the '93 racing season. All that mattered to the powers that be was that Kipp had broken his leg at Charlotte Motor Speedway later that same season. He was damaged goods for the majority of the off-season, he was without a ride.

Then came Suzuki. Kipp signed on the dotted line only weeks prior to Daytona, but he went on to win the 750cc Supersport Championship in his first year on the Yoshimura-prepped GSXR. But it would be his last with Suzuki. Kipp was snatched away by Vance & Hines Yamaha for the 1995 season after a somewhat difficult season of Superbike racing with Suzuki.

So with a fresh start and a ride on one of AMA racing's most successful teams, Kipp is hoping to return to the Superbike winner's circle in 1995.

We caught up with Kipp recently to chat about last year and the season that lies ahead.

Times have changed for Tom Kipp - at this time last year you were being shunned by most of the factory teams and just barely slid into the ride at Suzuki.

That's true. Last fall and winter were fairly frightening times for me. It was the first time in my career that the phone really didn't ring in the off-season with offers or just people wanting to know what I was doing. The Honda people were distancing themselves from me both in the States and in Japan, and the other factories wanted little to do with me. Bruce Labelle, who is just a heck of a guy, called and offered me a good-paying ride on his F-USA team and the Suzuki people were firm in their offer. But other than that - the light on my answering machine rarely blinked.

Do you think that you were perceived as damaged goods by the Japanese?

I think so. With my broken leg, some thought I wouldn't be back, or would never be able to ride at the pace I did before the crash at Charlotte - I was on pole for both the Supersport and Superbike races.

I'm just stating these things as in the eyes of others - I never doubted for one second that I could run with anyone in the world, broken leg or not. I have never been too shy about that, as you well know; my people - my dad and my brother Scott and my friend Mark Chollett, who have helped me from the beginning of my career, they never had any doubts. At least I don't think they did. The whole broken leg thing, it affected my value with the factories more than I ever thought it would; Erlando Ferracci, who kind of wanted to put something together with me for 1994 too, was of the opinion (my leg) was the whole reason the Japanese factories were not overly interested in me.

How long was it before you could ride again after crashing at Charlotte? Road Atlanta?

Well, let's see - I rode my CR500 a few days after getting out of surgery, the first time. Does that count?

No way...

Yeah, it was pretty easy to ride that bike with a broken leg. I jammed the cast on the peg and had at it. I didn't do too much jumping, but I wheeled that thing the longest I ever have in my life just after getting out of the hospital. Brpppp,

just like a boat. Get it up on plane and give it some stick.

In the dirt, right?

Ahh... you're gonna get me in trouble. Let's change the subject. (Laughs)

Okay. How did the Suzuki ride come about?

Well, as most know, I rode for Yoshimura once at the Suzuka 8-Hour a few years ago and I have always had a great friendship with Nabe and Mr. Itoh right after the 1993 season ended, and they were pretty adamant. They believed in me and that if nothing else happened they could put something together for 1994. I wanted a Superbike-only ride, and they wanted a Supersport deal but we worked it out. I have to now thank Mr. Itoh and everybody at Suzuki for really believing in me when not a whole lot of people at that level did. I will always be indebted to them for that. Mr. Itoh is one of the most class-A gentlemen I have ever dealt with in racing.

Did you think the 750 Supersport championship was yours from the onset of the Suzuki ride?

I got my butt handed to me for the first few races and I thought for a time it was going to be a horrible experience. There were a multitude of factors that caused my slow start - new team, new bike, new mechanics and the fact that I had not been in an actual racing situation for about seven months. But things started to come good after a few races, I really jelled with the team and started to haul ass. I'll tell you what - that 750 Supersport class is a whole lot more competitive than it looks from the trackside.

After Loudon, where I pulled out a 20-second lead in the first race, I finally began saying that I was going to win the championship. Not too loudly, though. I had no idea how that was going to happen because I was way down in points, but I was becoming confident that I could win it for Suzuki.

I never once thought the championship was mine until they handed me my number-one plate at the AMA banquet. I still have nightmares about Britt Turkington coming for me.

That too was kind of interesting, in that you two were teammates racing for the championship. Many were surprised there weren't team orders to ensure Suzuki the championship with Britt winning it. Were there ever any team orders?

No, at least not to my knowledge. I think the rationale was that we probably would not have listened anyway. Britt, like myself, is very competitive and neither one of us were going to back off an inch. We're racers, we're paid to race motorcycles and win championships. I read some stuff in the papers about Britt whining about the team, that they were not supporting him to the extent that he thought they should have been in Supersport racing. I didn't hear Britt ever say anything like that, so I don't know if he ever said it, but I don't think there is any reason to think that the team did not support both of us to the utmost level.

At this time it looks as if Britt will not be back with Suzuki. Do you find that surprising?

Very much so. I am of the opinion that Britt Turkington is one of the best 750 Supersport riders in the country right now. It's unimaginable to think that he doesn't have a Supersport ride, because there really isn't anybody that's any better than him on DOTs. It's a crafty science, Supersport racing, and Britt is a really tough competitor. I hope he

doesn't get a Supersport ride because I'm sick of him dogging me all the time. (Laughs)

Why is the Suzuki such a great Super-sport bike and such a pathetic Superbike?

I don't agree that it is pathetic, just a little less refined than the competition. Thomas Stevens has put some work into that bike, some time as well, and he has it dialed into a top five bike, conceivably top five, anyway. The whole package is way overstressed in Superbike trim. I think that is why Donnie (Jacks) ventilated so many cases, in just pushing a hot-rodded design way over the limit. In Supersport, the package is just about in perfect balance.

Speaking of Donald Jacks, many were surprised to see him re-signed at Suzuki for 1995. Were you?

No. Don must have earned the bad luck award for the past two seasons, I have not seen the dark cloud that has been following him but I don't doubt there is one. Having a series of really bad circumstances pummel you every time you get back up is hard to recover from, I know, I've been there. But Don Jacks is a talented rider and he'll go well someday. He gets a lot of grief from mechanics and teammates because he has a reputation for not being as astute in finding a setup as he is in setting a fast lap. I don't see a real problem with that myself, he's got the hardest aspect of racing down - the ability to reach down inside yourself and push your own personal limit. Finding a comfortable setup and the technical side of racing is just a time-intensive process, every rider catches on at their own pace. I'm glad to see Suzuki not losing faith in him.

What is the status on your leg? Will you have to undergo another surgery in the future?

No. In fact, about 14 months ago I did a

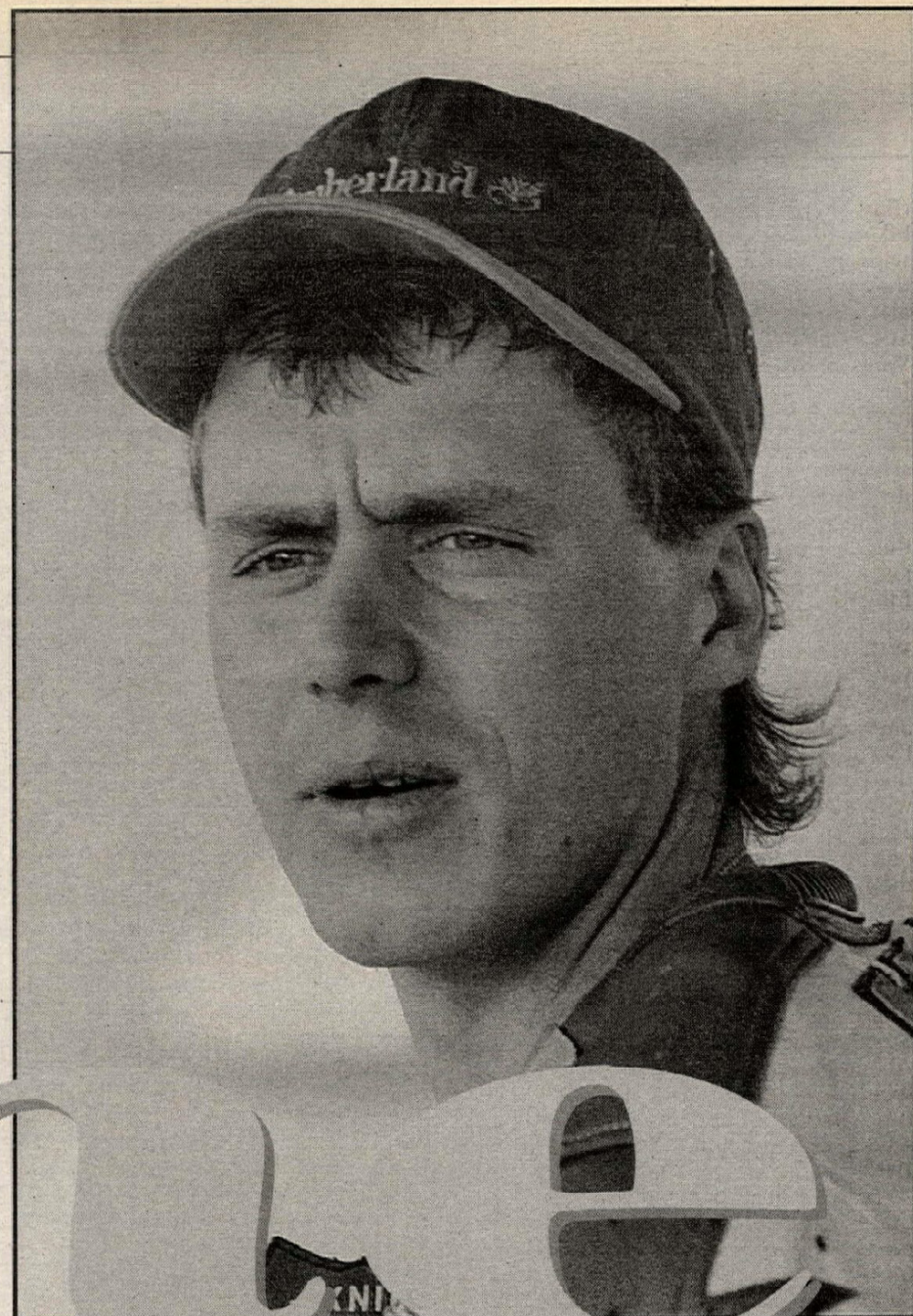
Honda Ride for Kids event with Mike Traynor in California. Mick Doohan was there as well, doing promotional work for American Honda. He had his leg all trussed up and we were both on crutches so we naturally started talking. I had spoken to him at the 8-Hour the season before, so I was a familiar face to him. Anyway, he asked me about my injury and I told him the entire story about the broken tibia and how it was healing kind of slow, I thought, and I didn't know what I was going to do if it didn't heal before too long. He told me to get in and have my surgeon break the fibula as well because it sounded like the two bones were not close enough to mend. I did a consultation with Dr. Kieffer and he agreed, so I had my surgeon in Cleveland do the job. I didn't tell anyone about this either; I just didn't want the stigma of everyone knowing I had had a late-season surgery as well as the original one.

But I tell you, it worked! Within two weeks of the second surgery, I was walking on my own with no crutches, and within probably six weeks was doing full workouts.

And now onto Yamaha, or back to Yamaha, actually.

Well, I rode that OW01 Yamaha for a few seasons as a privateer, did pretty well at different times and rode an FZR600 in Supersport racing for a season or two, so I have spent some time on Yamaha products.

I was fairly content to re-sign with Suzuki for 1995, as I think their long-term plans are good ones. They have some sights set on World Superbike racing with their new bike, and that's where I want to go as well - World Superbike. I really didn't talk to too many factories about what they were going to do for riders in 1995 because a lot of it looked sewn up. But with Colin



(Edwards) moving on to World Superbike with the factory, it created a spot with the Yamaha people here. Luckily, they picked me to fill that spot. I have always been close to some of the people at Yamaha: Tom Halverson and Terry Vance and Jim Leonard. Not to mention Jamie and Ramona (James). Jamie and I have always been close; I've spent some time with him down there on the Bayou screaming along in his jet boat at a hundred miles per hour. Big fun.

I'm getting off the subject, but yeah, this deal with Yamaha has come along just at the correct time for me, and hopefully for Yamaha as well. I hope that we win plenty of races together.

Will you do the Suzuka 8-Hour this July?

Well, there are no plans right now that I am aware of, but yeah, I'd like to do it. I've done a satisfactory job over there in the past for the teams that we worked with and I'm sure I could do the same again. In fact, in my first few moments on the YZF Superbike at Thunderhill I thought to myself, "Yeah, I want to ride this thing through the Spoon at Suzuka, it'd be a blast." Plus, I'm really looking forward to riding the World Superbike race at Laguna.

There are plenty of stories about you at Suzuka. Care to share any of them?

About the funniest thing that happened to me at Suzuka - and it wasn't too funny when it happened - is from the second or third time I did the 8-Hour, 1990.

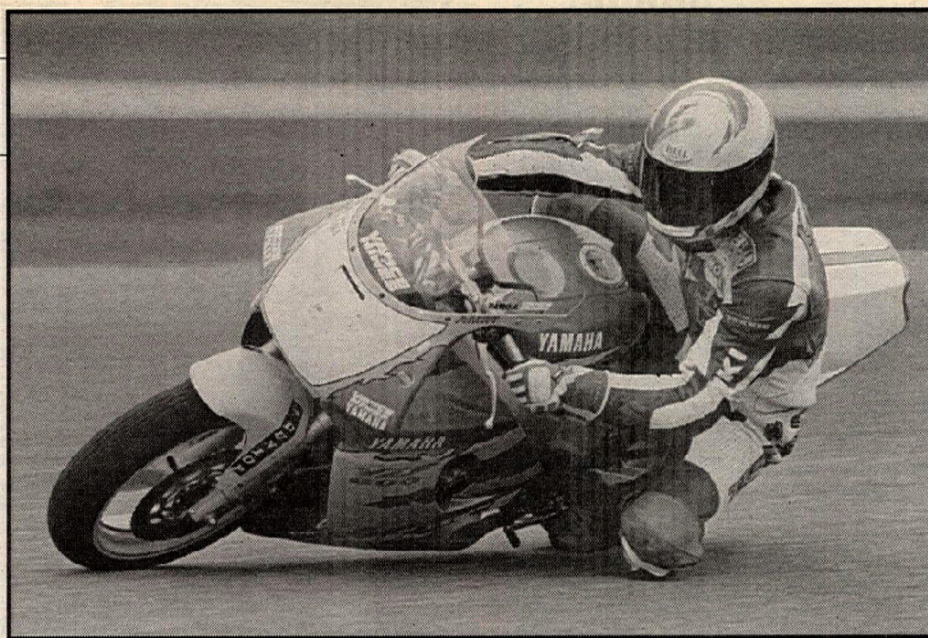
I have a small problem with allergies that my doctor has never been able to pin down. But it only lasts a day or so - no big deal, right? Well, that year at Suzuka we had some problems with the bike in qualifying; just couldn't get the bike set up correctly to get it qualified. On the eve of the last day of qualifying my eyes started getting swollen and watery, probably from the rice pillow or down blanket in my hotel room. I was jamming my sprayer in my mouth every 15 minutes to keep my lungs working. It started to get really bad later that evening and the Japanese gentleman from the team that was working with me and my dad, acting as our interpreter and getting us around, said he knew a good doctor who could help me.

About five the next morning, on the last day of qualifying, I decide to go see this doctor. He's in the middle of some small town near Suzuka City, down all these narrow streets and far, far away from what I or any other American probably ever see on a business trip to Japan. The doctor's office is an old stone building, pretty primitive. We take off our shoes once we get in the door and this interpreter guy, who we called Harry, explains to the doc that I have to qualify for the Suzuka 8-Hour in a few hours.

The doctor gets real concerned at this point because Suzuka is like the Super Bowl over there. He takes me into his office and looks at me for a few seconds; asking me questions in Japanese, none of which I can answer as I don't speak the language. And all of a sudden he pulls out this huge hypodermic needle! It was like something you'd knit a blanket with, and he sticks it in this goop in a small bowl. Then he comes for me with that thing, the whole time babbling in Japanese.

I'm like, no way can this be happening. I hate needles, hate 'em, man!

I lose complete control, screaming for my dad and this interpreter guy to rescue me, "Help! Dad! Haarrreee!!" And in just a flash, the doc grabs me and jams that needle in my arm and pushes the plunger. He pulls the needle out and by that time my dad is in there, blood is



just pouring out of my arm. But, almost instantly, the allergy attack clears up. No idea what the stuff was he shot in me, probably don't want to know.

We put our shoes back on, and I was a little woozy and Harry hailed a cab. The cab stops and Harry tells this cabbie, a young Japanese guy, that I am an American racer who has to get to Suzuka Circuit as fast as possible to qualify a motorcycle for the race; if I don't get there fast the team will not qualify. Whatever happens, Harry says he'll fix it: tickets, accidents, whatever.

I've been around, seen a lot of auto abuse and crazy driving in my time, but nothing to ever compare with what happened that day. That kid was possessed. He drove on the sidewalk - fast, the wrong way on one-lane, one-way streets, he speed-shifted through red lights! I, frankly, was terrified and looked at my dad in the seat next to me and he was just white. And my dad used to race off-shore powerboats. I seriously thought we were going to die.

By some grace of God, we get to the circuit, unharmed. I'm pretty relieved. But this kid refuses to lift! I remember distinctly looking through the windshield at the uniformed guard checking passes and credentials at the gate. As we were coming towards him he looked at us at first like, ho hum, here comes another car. Then he went completely big-eyed and slack-jawed as he realized...this car was not going to slow down, let alone stop! He barely spun out of the way and just kind of rolled down the side of the car as this cab screamed into the paddock - during qualifying!

The cabbie guy blew through every gate we encountered and he drives right out onto the pit lane, jamming gears. I thought he was going to take a lap. I'm thinking, well, here goes my international (racing) license.

We get close to where our team was pitted and Harry says something like, we'll get out here pal, and the cabbie nails the brakes for the first time since we got in the car. We quickly piled out of the car and I closed the door quick. The cabbie looked at me with this huge grin - maniacal really - on his face. He nails the gas, jamming gears down the pit lane and is gone before anybody has a chance to react.

I get on the bike, go out and start riding. For about the first three laps I looked at our pit every time by, thinking, well, no cops yet. Nobody said anything to me about it and I certainly wasn't going to bring it up the rest of my time there.

All I know is there is a cabbie in Japan who could easily win a World Rallycar championship for any auto manufacturer, hands down. The guy is a phenomenal driver.

As long as we are confessing here, why do the Vance & Hines guys call you Cyclone?

You can't ask me that! Oh man, I knew this was going to get out, I knew it.

Well...

Okay, this is the accurate story too, remember that. We tested the Yamahas at Thunderhill in, what, November? Yeah, November, and I was riding the YZF600 Supersport machine for one of the first times, and it had been some time since I was on a 600 and I was getting back into the groove of things. Thunderhill is a neat little track and it has one section that is almost like the Corkscrew at Laguna Seca, only you ride it backwards as you would the Screw. It's called the Cyclone. Anyway, I was on the 600, enjoying the ride - it's a pretty decent bike with great low-end power in Supersport trim - and I screamed up the Cyclone jamming through the gears and really enjoying myself. I crested the top of that hill and - I didn't even pull on the bars, but the front wheel lofted at about 80 mph! Way, way up - like vertical. And just at that moment, with the bike standing on the rear wheel, a tornadolike gust of wind came through and knocked us over - a huge gust of wind came up from the side and knocked the bike right out from under me. I went to the left and the bike skidded out from under me to the right, then it bounced back upright. I was hanging onto the side of the bike, checking out the serial numbers on the engine case and stuff, completely Mamola. Finally, I had to let it go and it ghost-rode for about 200 yards before coming to a soft stop right in front of the Yamaha transporter. Very embarrassing. I was christened Cyclone after that.

The bike was fine, I think it broke the clutch lever. My ego, or whatever, took more of a beating than the bike.

Now, the word is that you will not ride the 600 Supersport class in 1995, but the 750 Supersport class. Why?

Yamaha has never won a 750 Supersport Championship, and that is a nice challenge for both the company and myself. I'll tell you right now the bike is going to be a runner, and I haven't even sat on it yet. I have ridden the Superbike, obviously, and I know the YZF is going to lend itself to Supersport racing very well.

Jason Pridmore had several decent rides on the Kinko's Yamaha last season in Supersport racing.

Yeah, he did. And I can tell you just from my perspective - of a guy who raced against that bike - it has some definite advantages over the Suzuki and the Kawasaki. Stability, for one, and it really seemed to have some midrange grunt in production form. So, I'm pretty enthused about the whole deal.

What kind of training do you do to prepare yourself for riding Superbikes?

Dirt tracking the 500 in my parking lot. We have a nice parking lot here at Advanced Sleeve (Kipp is co-owner of an aftermarket-cylinder-sleeve company

in Mentor, Ohio) that lends itself to racing pretty easily. It's probably an eighth-mile track - asphalt. I just slip on my leathers and helmet, stick out my left foot and go. It helps me a lot in the areas of throttle control and obviously, lighting up the tire. It also helps you tune the fundamentals of your riding, a lot of that crosses over into road racing.

You talked to Honda about riding for them again in 1995. Just not able to put something together or what...?

Right after Atlanta, I drove to Louisville and spent a couple of days with Martin Adams, at his invitation. We talked some about me doing some riding for them in 1995, but it was pretty obvious to me that they had some plans that they would enact before they could ever do anything with me. Doug Chandler for one, and Miguel DuHamel for another.

The reasons I would have gone to Honda were Merlyn Plumlee, Al Ludington and the boys from R.J. Reynolds. I have a very comfortable relationship with my old mechanic, Ludington, and with Mark Reeves from Camel. We won a serious number of Supersport races together back in 1992, the 600 championship as well. Merlyn is just a master at setting up Honda Superbikes. And with him on the team over there, I expect them to be much more competitive than they were in 1994.

What were your first impressions upon getting on the Yamaha for the first time at Daytona?

Stability and horsepower. I guess the closest thing I have to compare it with is the Suzuki, which wasn't a bad Superbike, but it had some stability problems. Especially at Daytona. Last March (at Daytona), I couldn't hold the throttle wide open on the banking anywhere, the bike would just do some seriously bad things that I was not comfortable with, like almost shaking the clip-ons out of my hands. And we went through the entire gamut of suspension changes and it really got no better. Stevens, having been on the team longer, was able to get them to strengthen the frame on his bike, and some other things chassis-wise, but his bike wasn't that much better than mine. So I had that in my recent memory upon getting on the Yamaha.

The Yamaha: very stable and plenty of horsepower. I was really amazed at how much power the bike had at Daytona, especially up top. I was telling Yamaha's Tom Halverson about it and he said, "Yeah, but by midseason you'll be wanting more." I don't see how that could be the case, because that YZF just rips. Daytona isn't one of my favorite tracks, I seem to go better on gnarly race tracks like Loudon, Pomona and Mid-Ohio, but even so, I went over a second quicker than I ever had before at Daytona.

Dale Rathwell, who worked with me in my privateer days, has the suspension dialed. Tom Housworth in Supersport, and Mitch Leonard in Superbike, will be handling my tuning chores. They're both great wrenches. I feel like I've won the lottery.

So your goal is to win your first Superbike race in 1995?

Yeah, win my first one, and maybe more than that. The 750 Supersport Championship is pretty important, too, so I want to use the momentum from my championship last year and turn it into a championship in 1995.

As for the big bikes, I'm thinking I want to win a couple of Superbike races this year and be a contender for the Superbike Championship next year.

But, I won't complain too loudly if it happens sooner.

**KX125**

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
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- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Winning Combination

Here's a KX125 quote we really like: "Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."*

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

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The new KX125 and KX100—built for winners, by winners.

*February 1994

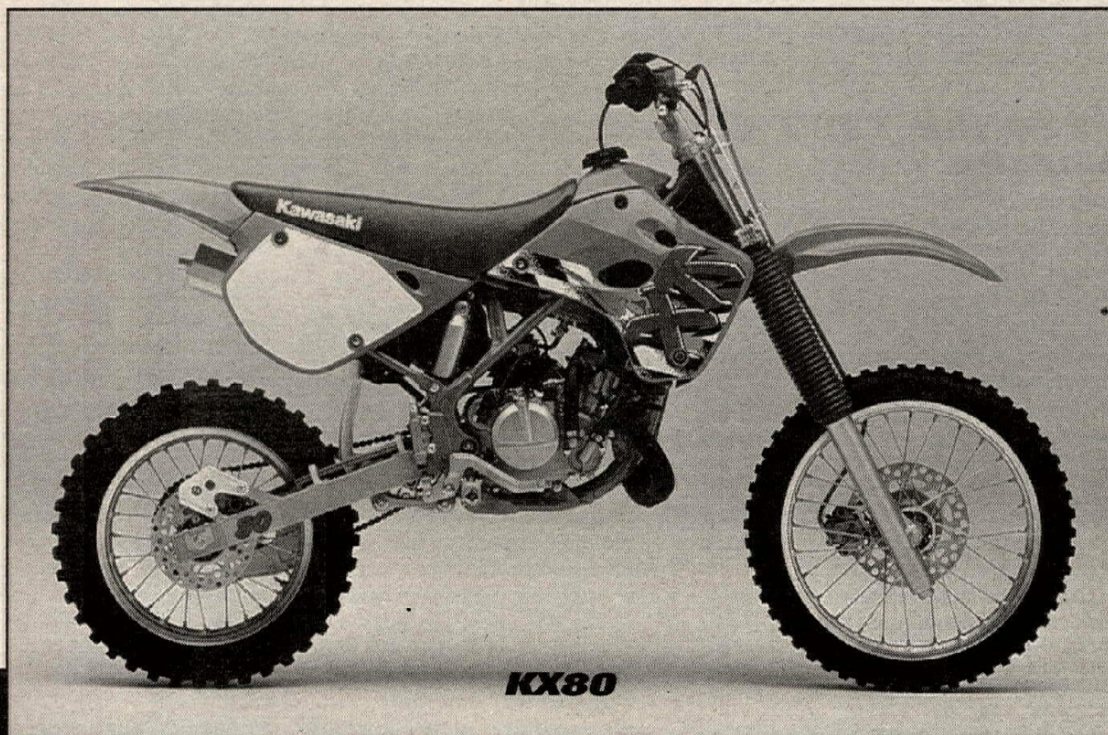
Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

**KX80**

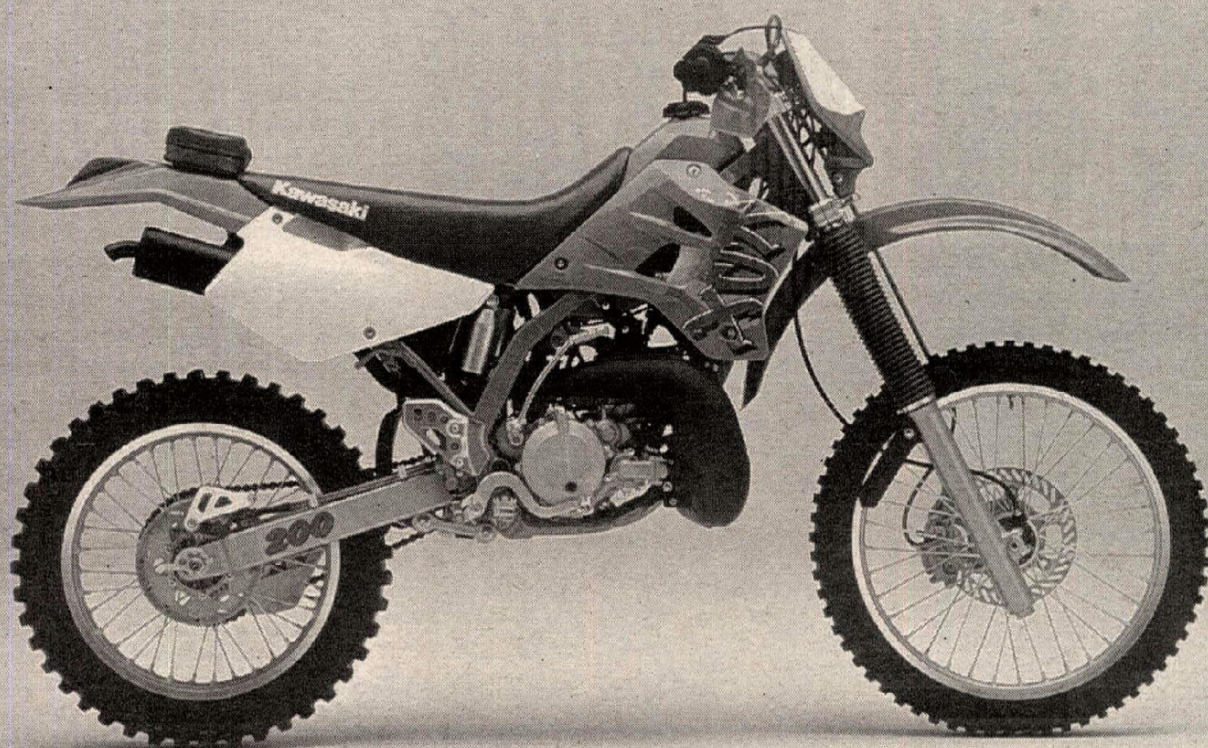
Good Times Come in Small Packages

Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.



Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
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- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

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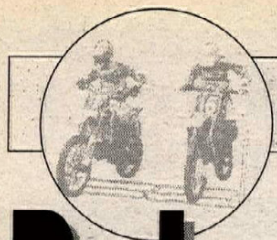
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MOTOCROSS
GFI Winter Series

Round 2: Glen Helen Raceway

Dubach alive and kicking



stuff it under, jump it over and ram it past Mercier in every section of the track, but to no avail.

"He was all over me," said Mercier. "But I held my lines and won the race."

The second-moto victory went to Thousand Oaks Yamaha's Mercier, while Dubach finished second in front of Chamberlain, who had an equally impressive charge for third. Fourth went to Kady, while Koikeda, Kohashi and Hart rounded out the top seven.

SplitFire/Pro Circuit/Kawasaki's Casey Johnson was unbeatable in the 125cc Pro class, and stopped Dubach from becoming a triple class winner.

"He has had some bad luck lately," said Team Green's Ron Heben. "But it looks like he has recovered okay."

Johnson never missed a beat in the first moto. He pulled the holeshot and raced uncontested for the win.

"I have only been back riding for about a week after my shoulder healed," Johnson said. "I think moving down here to Southern California with my mechanic was the best thing for me."

Johnson came back later in the day to win the second moto after passing early race leader Don Upton. Johnson motored home for another uncontested moto victory while Dubach, Chamberlain and Mike Young rounded the top four.

To the delight of his very dedicated grandpa Zac "Attack" Wray got his first double moto victory in the 60cc Beginner class after two excitement-filled races. Giovanni Fillippone, Dane Jackson and Cas Swift mixed it up all moto long for second, with Giovanni getting the nod.

(Left) Doug Dubach (28) was the winner of the Vet and 250cc Pro classes. Here, he charges past 250cc Pros Mat Bateman (55) and Tateru Atsuta (27). (Below) Casey Johnson was the only rider to top Dubach, winning the 125cc Pro class.

By Tony Alessi

SAN BERNARDINO, CA, JAN. 22

Veteran MX World Champion Doug Dubach showed the youngsters a thing or two at round two of the GFI Winter Series, held at Glen Helen Raceway. The 31-year-old Yamaha rider posted a double class sweep in the Vet and 250cc Pro classes, and in addition - turned in a very strong second-place finish in the 125cc Pro class as well.

Pro-Am rider Casey Johnson won both 125cc Pro motos in convincing style, despite being barely healed up from a broken shoulder suffered in late November at the Gatorback Winter Olympics.

The first 250cc Pro race was combined with the 500cc Pros, which gave a distinct start advantage to the big-bore machines. As expected, open class riders Willy Musgrave and Terry Fowler led the way off the line. Dubach was quick to move up into third, however, and towed 250cc rider Mike Chamberlain along in fourth.

Just before the start of the third lap, Chamberlain decided that he was finished eating Dubach's dust and ran into him near the finish-line area. Dubach and Chamberlain both went down in a heap, taking with them Billy Joe Mercier.

"Chamberlain parked Dubach," Mercier said. "Dubach fell over right into me and I fell too."

The domino effect saw numerous riders clog the already narrow passage-way, making for one big traffic jam.

Meanwhile, Fowler was up front enjoying his rivals' misfortune. But Japanese rider Takeshi Koikeda took

over the lead just past the halfway point in the race. But just when it was thought that the excitement was finished, Dubach was spotted charging through the pack like Charlie Manson. First, he disposed of rookie pro Ty Kady, then Musgrave and Steve Drew.

Dubach was flying, and completed his charge by catching and passing both Fowler and Koikeda to take the lead. Dubach darted home with the moto victory and collected a one hundred dollar bill from a trackside onlooker. A tip?

Koikeda crossed the line second while Drew, Kady and Masaya Kohashi rounded out the top five.

The second moto saw Mercier out front with Carey Hart, Yusaku Kubotta and Juan Morales in tow. Both Dubach and Chamberlain got off to poor starts and rounded the first lap eighth and 12th, respectively.

Mercier was obviously pumped and began to open a tremendous lead. At one point, he enjoyed a 20-second margin over the nearest competitor.

"I just got out front and charged as hard as I could," Mercier said. "I looked back after a while and I didn't see anyone down the whole back straight."

While Mercier clicked on the cruise control, Dubach was once again on the charge and by the sixth lap of the 10-lap moto, he again found himself second.

Dubach rode on the edge for the remaining laps and closed on Mercier at a rate of two seconds per lap.

"I kept seeing Dubach's mechanic's pit board saying plus four, then plus two, then his pit board was in my face," Mercier said.

During the last lap, Dubach tried to



Team Green's Bobby Bonds looked to have picked up where he left off on 60cc bikes by winning the 80cc Intermediate class in the first moto.

"We went out with a bang last year by winning on 60s in Texas, Vegas, Oklahoma and Tennessee," said Bonds' father. "Now he is a full time 80 rider, he's over a hundred pounds."

Bonds was a shoo-in for the second-moto win, but a crash kept him off the pace and handed the victory to Yamaha rider Dustin Ryley.

**Glen Helen Raceway
San Bernardino, California
Results: January 22, 1995**

50 F/T: 1. Sean Coleman (Yam); 2. Chad Gores (Yam).

50 4-6 STK: 1. Jeff Alessi (Yam); 2. Ryan McClintock (Yam); 3. Cole Seely (Yam); 4. Noah Hernandez (Yam); 5. Kyle Porter (Yam).

50 7-8 STK: 1. Cas Swift (KTM); 2. Giovanni Filippone (Yam); 3. Scott Martin (Yam); 4. Nicolas Lopez (Yam); 5. Andrew Nason (Yam).

60 F/T: 1. Mitch Lawler (Kaw); 2. Justin Yeast (Kaw); 3. Dallas Peick (Kaw).

60 BEG: 1. Zac Wray (Kaw); 2. Giovanni Filippone (Yam); 3. Dave Jackson (Kaw); 4. Cas Swift (Yam); 5. Donald Chollar (Kaw).

60 NOV: 1. Chad Gaumer (Kaw); 2. Scott Simon (Kaw); 3. J.J. Hall (Kaw); 4. Derrick McClintock (Kaw); 5. Cole Humphus (Kaw).

60 OPEN: 1. Cale Wallace (Suz); 2. Nick Alvarez (Kaw); 3. David Sullins (Yam).

80 F/T: 1. Nobles Buck (Kaw); 2. Brett Cowan (Kaw).

80 BEG: 1. J.J. Bonanno (Yam); 2. Salvatore Filippone (Yam); 3. Austin Jones (Suz); 4. Chad Gaumer (Kaw); 5. David Sullins (Yam).

80 NOV: 1. Clint LaPlante (Suz); 2. Casey Gould (Yam); 3. Shawn Scott (Suz); 4. David McFarland (Hon); 5. Peter Dutton (Kaw).

80 INT: 1. Dustin Ryley (Yam); 2. Dusty Walters (Yam); 3. Bobby Bonds (Kaw); 4. Dylan Lord (Hon); 5. Chris Rogers (Suz).

125 BEG DIV 1: 1. John Gagnon (Yam); 2. John Elton (Kaw); 3. Joel Nelson (Yam); 4. Jason Dubin (Suz); 5. Howry Erickson (Hon).

125 BEG DIV 2: 1. Matt Filkins (Yam); 2. Jason Duncan (Hon); 3. Matthew Dummer (Hon); 4. Shawn Macias (Yam); 5. Jeremiah Povogel (Suz).

125 NOV DIV 1: 1. Chuck Enscoe (Suz); 2. Jake Gribbon (Yam); 3. Frank Mecono (Hon); 4. Clint Shepard (Suz); 5. Chris Kefalas (Hon).

125 NOVICE DIV 2: 1. Cory Williams (Yam); 2. Mike Todd (Yam); 3. Bomber Hernandez (Hon); 4. Bullfrog Newcomer (Hon); 5. James Jongkind (Hon).

125 INT: 1. Eric Schnell (Suz); 2. Loren Jenkins (Hon); 3. Mike Battista (Suz); 4. Josh Kuchta (Hon); 5. Matt Worbes (Yam).

125 PRO: 1. Casey Johnson (Kaw); 2. Doug Dubach (Yam); 3. Mike Young (Yam); 4. Mike Chamberlain (Hon); 5. Don Upton (Suz).

250 BEG DIV 1: 1. Dayne Brassard (Yam); 2. Robert Little (Yam); 3. Irwin Dian (Yam); 4. Daffin Ilein (Yam); 5. Jason Stockton (Kaw).

250 BEG DIV 2: 1. Charles Moormank (Kaw); 2. Kenard Lipscomb (Suz); 3. Craig Wirtas (Yam); 4. Jeff Gores (Yam).

250 NOV: 1. Joe Nevins (Yam); 2. Stan Rasmussen (Yam); 3. Matt Polosky (Yam); 4. Chris Kafalas (Hon); 5. Paul Kellen (Yam).

250 INT: 1. Akira Narita (Yam); 2. Eric Schnell (Suz); 3. Travis Roberson (Hon); 4. Raymond Bowers (Hon); 5. Justin Huska (Hon).

250 PRO: 1. Doug Dubach (Yam); 2. Takeshi Koikeda (Yam); 3. Billy Mercier (Yam); 4. Ty Kady (Suz); 5. Mike Chamberlain (Hon).

500 PRO: 1. Terry Fowler (Hon); 2. Willy Musgrave (Hon); 3. Shawn Wynne (Hon); 4. Pete Murray; 5. Bob Weber (Hon).

25+ BEG: 1. Mike Worrall (Yam); 2. Danny Canada (Kaw); 3. Tim Konkol (Yam); 4. Tom Rufus (Yam); 5. Mark VanderDussen (Hon).

25+ NOV: 1. Bob Prida (Kaw); 2. Matt Polosky (Yam); 3. Tim Nash (Hus); 4. Paul Kellen (Yam); 5. Mike Davis (Kaw).

25+ INT: 1. Malcolm Watson (Suz); 2. John Belisle (Hon); 3. J.J. Petchel (Hon); 4. Anthony Hadsall (Hon); 5. Rob Sharp (Suz).

25+ EXP: 1. Jon Zahrt (Yam); 2. Mike Dunlop (Hon); 3. Martin Klossner (Yam); 4. Kenny Zahrt (Yam); 5. Giovanni Spinali (Yam).

30+ BEG: 1. Jeff White (Hon); 2. Mike Foster (Suz); 3. Tom Rufus (Yam); 4. Doug Mott (Suz); 5. Kirk Chapman (Yam).

30+ NOV: 1. Bob Prida (Kaw); 2. Mark Brooks (Suz); 3. Wayne Reid (Yam); 4. Greg Hayward (Yam); 5. Matt Nelson (Yam).

30+ INT: 1. Brent Wallingsford (Kaw); 2. Kevin Allman (Yam); 3. Steven Lawler (Yam); 4. Stan Galvez (Yam); 5. Loren Pochrowski (Hon).

30+ EXP: 1. Jim Holley (Yam); 2. Jon Zahrt (Yam); 3. Kenny Zahrt (Yam); 4. Mark White (Yam); 5. Martin Klossner (Yam).

30+ PRO: 1. Doug Dubach (Yam); 2. Mike Beier (Yam); 3. Willy Musgrave (Hon); 4. Pete Murray (Suz); 5. Bob Weber (Hon).

35+ NOV: 1. Mark Brooks (Suz); 2. George Spinali (Kaw); 3. Bob Bang (Yam); 4. Greg Mazzio (Yam); 5. Kirk Chapman (Yam).

35+ INT: 1. Steven Lawler (Yam); 2. John Atwood (Yam); 3. Glenn Weichnan (Suz); 4. Brian Renshaw (Kaw); 5. Gary Doggett (Hon).

40+ NOV: 1. Danny Smith (Hon); 2. Michael Hendrix (Yam); 3. Steve Cobb (Suz).

40+ INT: 1. Del Ocheltree (Suz); 2. Bob Archer (Hon); 3. Dane Jacobus (Kaw); 4. Tony Parsons (Kaw); 5. Mark Moore (Suz).

40+ EXP: 1. Brent Wallingsford (Kaw); 2. Alan Olson (KTM); 3. John Atwood (Yam); 4. Gary Doggett (Hon); 5. Carl Gazafy (Hon).

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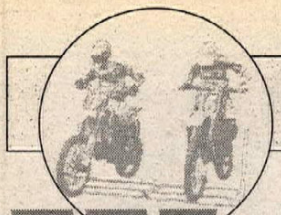
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MOTOCROSS
Florida winter AMA Series

Round 3: Dade City Motocross Raceway

Working vacation



(Left) Ron Tichenor (111) and Keith Johnson (55) split Pro class wins during the series' next-to-last round. (Above) Ricky Carmichael (167) won two classes. Here he leads Aaron Lindsay (29), Travis Pastrana (199) and Kyle Farnell (23)

Pasatrana at the flag for the overall. "Travis and I practice together all week and really trust each other," explained the Costa Rican Fonseca.

Dade City Motocross Raceway Dade City, Florida Results: January 21-22, 1995

125 PRO: 1. Keith Johnson (Kaw); 2. Ronnie Tichenor (Suz); 3. Jeff Curry (Suz); 4. Tony Lorusso (Suz); 5. Barry Carsten (Suz); 6. Roy Snellinger (Suz); 7. Robbie Skaggs (Kaw); 8. Brian Austin (Hon); 9. Pat Barton (Suz); 10. Andre Pene (Suz).

250/500 PRO: 1. Ronnie Tichenor (Suz); 2. Keith Johnson (Kaw); 3. Brian McElroy (Yam); 4. Jeff Curry (Suz); 5. Tony Lorusso (Suz); 6. Pat Barton (Suz); 7. Andre Pene (Suz); 8. Michael Tredwell (Suz); 9. Travis Blackburn (Kaw); 10. Kenny Yoho (Suz).

VET PRO: 1. Earl May (Kaw); 2. Mike Andrews (Suz); 3. Kurt McMillen (Suz); 4. Kevin Knight (Hon); 5. Nicholas Duprey (Kaw).

125 A: 1. Tony Lorusso (Suz); 2. Barry Carsten (Suz); 3. Robbie Skaggs (Kaw); 4. Joel Dengler (Suz); 5. Shane Connor (Suz).

250/500 A: 1. Brian Austin (Hon); 2. Rogorie Noovouri (Hon); 3. Andree Pene (Suz); 4. Joshua Sweat (Kaw); 5. Chad Lough (Suz).

P/W (4-6): 1. Davi Millsaps (LEM); 2. Michael Lozaw (Cob); 3. Matt Lee (LEM); 4. Bradley Wright (LEM); 5. Wang Wang Haynes (Yam).

P/W (7-8): 1. Andrew Matusek (LEM); 2. Mathew Goerke (Cob); 3. Jeff Lucido (LEM); 4. Cody Roth (KTM); 5. Chris Lazzaretto (LEM).

65 (7-11): 1. James Stewart (Kaw); 2. Michael Sisemore (Kaw); 3. Parkes Kirtan (Kaw); 4. Wesley Segars (Kaw); 5. Bradley Ripple (Kaw).

85 (7-11): 1. Travis Pastrana (Suz); 2. Kyle Farnell (Yam); 3. Josh Summey (Kaw); 4. James Stewart (Suz); 5. Troy Adams (Suz).

85 (12-13): 1. Ernesto Fonseca (Yam); 2. Matt Walker (Kaw); 3. Jessie Ballard (Suz); 4. Aaron Lindsey (Kaw); 5. Tyson Hadsell (Suz).

85 (14-15): 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Jeremy Shuttleworth (Yam); 4. Michael McAnelly (Kaw); 5. Jesse Adams (Suz).

S/MINI: 1. Ernest Fonseca (Yam); 2. Shae Bentley (Kaw); 3. Travis Pastrana (Suz); 4. Kyle Farnell (Yam); 5. Aaron Lindsey (Kaw).

125 YTH: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Hon); 3. Matt Walker (Kaw); 4. Brad Cannon (Kaw); 5. Shae Bentley (Kaw).

16-24: 1. Brock Sellards (Kaw); 2. Charles Dunaway (Kaw); 3. Thomas Pierce (Hon); 4. Jeff Neilander (Hon); 5. Lee Tatham (Hon).

25+ A: 1. Earl May (Kaw); 2. Barry Carsten (Suz); 3. Mike Stahlman (Yam); 4. Pat Barton (Suz); 5. Kevin Knight (Hon).

30+ A: 1. Earl May (Kaw); 2. Alan Andreu (Yam); 3. Mike Andrews (Suz); 4. Kevin Knight (Hon); 5. John Cancio (Hon).

25+: 1. Jeff Reynolds (Yam); 2. Steve Dumond (Yam); 3. David Winrott (Suz); 4. Kirk Layfield (Yam); 5. John Hares (Yam).

30+: 1. John Havens (Yam); 2. Ed Kiley (Kaw); 3. Billy Wood (Yam); 4. David Bowman (Suz); 5. Mike Williams (Hon).

35+: 1. Gary Graham (Hon); 2. Nicholas Duprey (Kaw); 3. David Bowman (Suz); 4. Woody Strickland (Yam); 5. David Clemence (Hon).

40+: 1. David Clemence (Hon); 2. David Johnson (Yam); 3. Chris Douthitt (Kaw); 4. Barry Mayo (Kaw); 5. Tom Fogg.

50+: 1. John Logsdon (Yam); 2. Robert Sweeney (Hon); 3. Charles Leling (Hon); 4. Jim Smith (Hon); 5. Al Gardner (Hon).

125 B: 1. Brock Sellards (Kaw); 2. Robbie Horton (Kaw); 3. Jarrett Tipping (Suz); 4. Guy Marsh (Hon); 5. James Joiner (Hon).

250 B: 1. Robbie Horton (Kaw); 2. Brock Sellards (Kaw); 3. Mitchell Hodges (Kaw); 4. Guy Marsh (Suz); 5. Jarrett Tipping (Suz).

500 B/C: 1. Pat Post (Hon); 2. Randy Morris (Kaw); 3. Bob Moore (Hon); 4. Rudy Savell (Hon).

125 C: 1. Todd Wichtner (Hon); 2. Brad Cannon (Kaw); 3. Wayne Schaefer (Suz); 4. Andy Hornsteiner (Kaw); 5. James Webb (Suz).

250 C: 1. Eric Elani (Kaw); 2. Andy Hornsteiner (Kaw); 3. Barry Mayo (Kaw); 4. Scott Linkous (Suz); 5. Michael Leep (Kaw).

Upcoming Round:
Final Rnd - Gainesville, Florida, January 28-29

By Mike and Anne Adair

DADE CITY, FL, JAN. 21-22

Is this Ronnie Tichenor's version of a vacation? The current Japanese National 250cc Motocross Champion, while visiting his Florida home, rode four motos and won a hard-fought 250cc Pro class battle during the Florida Winter AMA Motocross Series.

"I'm really tired," said Tichenor following a tough dice with New Englander Keith Johnson. "Keith rode strong and never let up. Neither of us could afford a mistake."

Tichenor had enticed his Japanese mechanic to extend his U.S. vacation in order to prep his Suzukis for the weekend.

Johnson shared 125cc Pro race wins with Tony Lorusso and endured a final-moto charge by Tichenor before wrapping up the class overall. "The track was deeply rutted and the whoops were awesome," said the Kawasaki Team Green rider afterwards. "Lappers were a big problem."

Randy Yoho's Dade City Motocross Raceway hosted the event, and many riders were impressed. "The back part of this track is deep sand, and (it) reminds me of my home track at Southwick,

Massachusetts," said Lorusso, winner of the 125cc A division. "I loved it."

In the first 125cc Pro moto, Lorusso led Johnson and Tichenor to start things off, and by lap three it was a three-way race for the lead. "I wanted to race with those guys, but crashed three times," said Tichenor, who finished fourth.

Lorusso added, "Johnson and I were swapping the lead at the end. I finally doubled beside him, got inside and pushed him out of the line to take the win."

Johnson paced moto two, extending his lead over Skaggs. The real battle developed between Jeff Curry, Brian Manley and Tichenor for third. Tichenor, who took the position, said, "Curry was tough. He refused to let off on the big tabletop when I tried to pass him."

The first 250cc Pro moto opened with Gene Naumec at the point, and Tichenor caught up to Johnson he picked up the pace," said Johnson. "I'm trying to make the top three in every race and I didn't want to risk a charge."

Johnson moved by Naumec on lap six and reeled in Tichenor. "As soon as I caught up to Tichenor he picked up the pace," said Johnson. "I'm trying to make the top three in every race and I didn't want to risk a charge."

"Johnson was riding really well," said Tichenor. "I pushed hard when he came up and I didn't make any mistakes." The moto ended with Tichenor, Johnson, and Curry placing.

Kenny Yoho blasted the second-moto start, but Johnson picked him off before lap two. Curry moved into second on lap three, but started cramping up and was displaced by Tichenor on lap six. Tichenor was a straightaway down, but closed when Johnson lost momentum in the whoops. When the leader missed a berm, Tichenor got around.

Johnson kept the pressure on and made his play with two laps left. "Johnson came back at me and I don't know where I found the strength to hold him off," said Tichenor, who proved up to the task.

Kawasaki Team Green's Earl May continued his domination of the Vet Pro, 25+ A and 30+ A classes with a triple win, despite trouble with Mike Andrews and Barry Carsten.

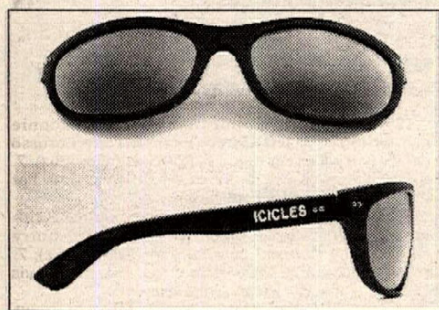
The best mini race of the weekend was in the Supermini class. Shae Bentley won the first moto and Ricky Carmichael the second, but the overall came down to a last-lap duel between Jeff Pastrana and Ernesto Fonseca. Fonseca moved wide in the final turn to nip

NEW PRODUCTS



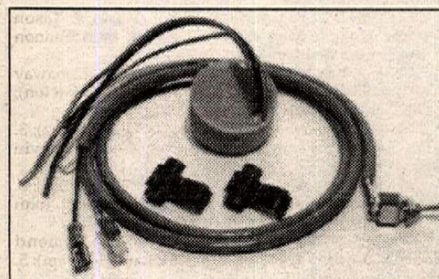
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Universal Export Limited, in conjunction with Progress Limited of Japan, has introduced the **Alpha Braking System**, an anti-lock braking system designed as an inexpensive alternative for motorcyclists who want the safety and reliability of anti-lock brakes. Weighing less than seven ounces, it is easily installed next to the master cylinder in less than 15 minutes. Using a pressure-sensitive metering device, the Alpha Braking System is claimed by the manufacturer to enhance rider control and confidence while reducing braking distances by 30%. Suggested retail price is \$395. For more information contact Universal Export Limited, Inc., Dept. CN, 1901 South Bascom Ave., Suite 1150, Campbell, CA 95008, 408/369-1895.



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"LIGHTNING STRIKES TWICE" 1994 AMA Supercross Series Review



Retail price on this release
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(#325E) A freight-train toured the country throughout the 1994 AMA Supercross Series...as it made all the scheduled stops, it came to be known as the Jeremy McGrath Express and little could be done to hold it back.

This video covers all fifteen rounds of the 1994 Supercross Series. From the opening rounds in Orlando and Houston through the height of the action at Tampa and Dallas, and on to the final races in San Jose and Las Vegas, it was "Showtime" most of the time as Jeremy McGrath dominated for the second year in a row.

All the 250cc action is here! The rest of the field was more determined than ever to give McGrath a run for the \$30,000 Camel check at the end of the season. Team Honda teammates Jeff Stanton, Steve Lamson and Doug Henry were hungry for their share of the glory. Kawasaki's "Dueling Mikes," Kiedrowski and LaRocco were gunning for victory, as were Yamaha's Jeff Emig and new ace Mike Craig, privateer Jeff Matiasovich, Suzuki's Brian Swink and KTM's Cliff Palmer.

Competition in the 125cc Supercross series class was hotter than ever. Team Suzuki's rising stars Ezra Lusk and Damon Huffman put on incredible displays of riding talent in the Eastern and Western 125cc Supercross rounds with plenty of fireworks between them at the designated "challenge" races during the tour. Riders from the Hot Wheels/Pro Circuit Team, DGY and NCY Yamaha, Honda of Troy and more kept the heat on all season long.

If it's Supercross you crave, make sure this 1-hour '94 series review finds a place in your video library - you gotta have it! 60 minutes from Motovideo.

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INTERVIEW

Japanese National Motocross Champion Ron Tichenor

By Davey Coombs

Japan is no stranger to visiting Western laborers. There are Japanese baseball players from Detroit, Japanese sumo wrestlers from Hawaii, Japanese school teachers from Louisville, and Japanese models from Pittsburgh. So it's really no big surprise to racing fans that in that count that for the last two years, Japan's National Motocross Champion has been a blond-haired, blue-eyed kid from Palm Harbor, Florida, named Ron Tichenor. You might remember this guy.

Back in 1992, Tichenor was arguably the third-fastest 125cc rider in the world. As a former factory Suzuki rider-turned-Tuf Racing privateer, Tichenor finished third in the hyper-competitive 125cc U.S. Nationals behind Jeff Emig and Mike LaRocco. At just 22 years of age, he should have been able to parlay such a hard-earned national ranking into another at-bat with one of the factory teams, but a recall never came for the multi-time youth and amateur champion. So Tichenor did what so many falling American stars have done in order to continue their careers as a racer - he went international.

First things first: How old are you now and how long were you racing in the States before you left for Asia?

I'm 25 years old. I started as a PeeWee when I was seven and I raced minicycles and amateurs and all that stuff and then I turned pro at 16. I raced the U.S. Nationals and Supercrosses for six years and then I went to Japan.

What are you doing in the States now?

I'm just hanging out, really. I've been on vacation here at my home in Florida since last fall, but for the past couple of weeks I've been riding the Florida Winter Series and just trying to get ready for the season. I actually came back in October but then I had to go back to Japan for all the supercross stuff.

How's the Florida Series going for you?

Well, I missed the first race because I was snow skiing. I raced the second and third rounds. I'm just riding to keep up my speed, not to win the series or anything. Suzuki got me a bike, Pro Circuit set me up with some pipes and parts and Barry Kern from Performance Engineering has been helping me out with doing the work on it.

Why aren't you riding the early supercross rounds?

Suzuki of Japan really doesn't want me to. They don't want me to get hurt now because they've put a lot of investment into me to win the Japanese National Championship. That's what I get paid for. Also, I haven't really raced supercross in two and a half years. It's like, I have everything to lose by riding a couple of supercrosses and really nothing to gain. If I do good, so what? My season begins with the Japanese Nationals in April. Right now I'm on vacation!

How long does the national season last in Japan?

The first race is at the beginning of April and the last race is the beginning of October. They have 12 Nationals in the series, so it's pretty much all year long. I also race the Japanese round of the 250cc World Championships at Suzuka.

How many races did you win this year?

I won seven out of the 11 that they had in '94. They were supposed to have 12 but one of the races got cancelled.

What kind of ride do you have with Suzuki?

I ride for Team Suzuki, straight through the factory race shop.

What kind of car do you drive over there?

I have a Nissan mini van that a friend of mine is letting me borrow. The guy was a good friend of Steve Martin, who used to come over here and race. The guy's company kind of sponsored him and now they're letting me borrow the van but with their logo painted on the side of it.

So how did you get this ride in Japan, anyway?

In '92 when I was riding for Tuf I had a pretty good year. (Third in the U.S. 125cc Nationals.) I don't know how it really happened but American Suzuki called me about halfway through the year and asked me if I was interested in going to Japan to race the Japanese Nationals. I said, "Sure." We started talking some more towards the end of the season and by the end of the year we had already agreed upon me going over there.

Was there any chance of getting a factory ride in the United States after getting third that year?

Not one person called me.

Wow. Why do you think that is?

I don't know, I don't really know. I didn't actually win a National, I guess, and maybe that had a lot to do with it.

Do you speak Japanese?

I speak a little bit. I can speak words but it's really difficult to speak sentences. I can understand it pretty well. People will be talking and I can grasp what it is that they are talking about.

How many people speak English over there?

Pretty much everyone knows it - that's why I haven't learned Japanese! The mechanics and the engineers and the team manager all speak pretty good English, which doesn't give me much of an incentive to learn how to speak Japanese.

Do you ever take any Americans over there with you?

My girlfriend has gone over with me quite a bit, and my dad went over for a week last year but that's about it. Actually, I found out that a good friend of mine lives a couple of hours from Tokyo now. He's teaching English over there and at the end of '94 I got hooked up with him and saw him a couple of times. It's really cool because he speaks full Japanese.

Do you ever make it over to Tokyo just to hang out and shop and stuff?

Every once in a while, but it's really fun when we do go. There's just so much happening there and a lot of people speak English, a lot of American students hang out. But everything is so expensive there. Just for one person to go from where I live to Tokyo and back is like \$160 just for the train. Everything is outrageous.

What's a week in your life like in Japan?

Say I race on a Sunday. I'll take the train home on Monday, which will pretty much take all day. Tuesday I will go to the factory and wash my riding clothes out, wash my van, whatever. Wednesday, Thursday and Friday I will ride and test and train and then have the weekend off. I really won't do

much on Saturday and then on Sunday go for a really long bicycle ride or something. The next three days - Monday to Wednesday - will be riding and training and getting ready for the races on the weekend. All season long we have a race, a weekend off, a race, a weekend.

Why do they do it like that? To keep up the interest? To make it easier for the teams?

I think a lot of it has to do with the factories. Over there they have one big truck for each team, not a bunch of little ones like Suzuki and Honda have here. After the race the truck goes back to the factory and the mechanics all go back and work there. It's not like over here where everyone kind of does what they want between races. Everywhere you go in Japan the team goes together. The night before the race the whole team goes to dinner. I mean, everything is a big team effort. Here in the States the riders and the mechanics and everyone kind of does their own thing between races. It's not like that in Japan.

Are you the tallest guy on the team?

(Laughs) Actually, there's a couple of engineers that are bigger than me. I swear, those guys are getting taller over there. I'm five-10 or five-11 and there's a couple of guys taller than me.

How do the fans treat you over there? Are you the "Damn Yankee" or do they have respect for you as an athlete?

Actually, the fans are really good to me but I don't think the Japanese riders like me very much.

Do they think of you as a hired gun?

I think it's pretty much the same for me in Japan as when Jean-Michel Bayle

and taking their money. I think it's basically the same kind of deal for me in Japan, although I do have a few good friends among the riders - guys that are pretty cool to be around.

Who is the best Japanese rider?

I think it would have to be Kohji Ohkawara, who raced in the States a lot the past couple of years, and a Honda HRC guy named Tagaki. Both of those guys are pretty good. Kohji does okay in the States but it's a lot different racing in Japan because the tracks are totally different. They are a lot easier in Japan. Tracks in the States are rougher and have more jumps and stuff; over there they're really smooth, hard-packed, slippery and fast. Everyone can go the same speed and nobody really gets tired.

What's the purse money like at a Japanese National?

If you win both motos you get about \$2700.

That's more than you would get in the States! It's only \$1000 a moto to win in the States.

That ain't much!

Do you think you're making a better living in Japan than factory riders do in America right now?

I think that with the exception of the very top guys like McGrath, who might be making close to a \$1,000,000 now, I'm doing better than most guys. I'm making way more now than I ever did when I was a U.S. factory rider (with Suzuki).

How much longer are you going to stay over there?

I know I will stay for all of '95 but then I'm not sure about 1996.

Do you think that you will be financially set after one or two more years? Do you think you might get involved in your dad's bike business - Cycle Springs (in Palm Harbor, Florida)?

I don't really want to go into my dad's bike business. I've been saving and investing all the money that I've made, so I should be okay. Suzuki has asked me if I would be interested in doing anything with them after I'm done racing. That's Suzuki Japan. During our relationship I've gained a lot of understanding and trust with them. I understand how the Japanese think and conduct business a lot better now than most people.

Also, my girlfriend's in school for sports management and money management and stuff, so maybe we can do something together. But when I'm done racing I will probably go back to school for a little while first, get my brain working again!

What do you miss the most about the States when you're in Japan?

Speaking English! (laughs) Actually, I really miss just hanging out with my

friends and little things like going to dinner before and after races with everyone, just BS-ing and hanging out. Over in the States you can be friends with pretty much everybody; over there



came to America (from France). All of the riders respected Bayle because he rode so good but they didn't like him because he was a foreign rider coming into their country, winning their stuff

I'm pretty much on my own. I don't really talk to anyone.

How's the food?

I don't really mind the food that much because I've gotten used to it. I also take a Samsonite packed with food like macaroni and cheese every time I go over. Also, there's some stores that sell American stuff to you like magazines and food and whatever, but it's pretty expensive.

What's television like over there?

They have three channels that alternate back and forth between English and Japanese, so I can usually see something on TV all the time.

Is Japan watching the O.J. Simpson thing?

(Laughs) Oh yeah, they're really into it. I remember the day he was driving that Bronco through L.A. I was watching but I couldn't quite figure out what was going on. There were people hanging off the bridges and standing alongside the road and all that. I mean, if you couldn't understand what the announcers were saying, would you have known what was going on?

Let's get back to racing. Are the riders in Japan clean or dirty on the track?

Actually, some of them really are dirty guys over there among the top guys. I think "Chicken" will fit right in over there.

That's right. Jeff "Chicken" Matiasovich is going to Japan this year for Kawasaki. What happened to Kawasaki Japan's old rider, Eddie Warren?

He went back to Australia.

Did you guys ever hang out together?

No, not really. It was kind of hard to because we lived so far apart and it's so expensive that you can't really go see each other on a weekend. During the week you are busy riding and testing. We hung out and spoke a lot at the races but, then again, I was brought to Japan to beat him. It was kind of hard for us to get really close.

And now Kawasaki's bringing over Matiasovich to beat you, right?

Yes.

How does "Japanese National Motocross Champion" translate into Japanese?

I hate to tell you, but I have no idea how you would say that in Japanese!

Do they televise the races in Japan?

Most of the time, yes. This past year almost every race was televised all over the country.

Do people ever recognize you away from the track?

No, not really. Sometimes at the airport people will recognize me but that's about it.

When will you go back to Japan to start prepping for the '95 season?

I'm not going back until after Daytona in March, so I will probably race the Gainesville 250 National and the Daytona Supercross just to get in some racing. It should be a lot of fun.

How legal would the bike you race in Japan be if you brought it to America and tried to race it?

Nothing on it would be legal (under the production rules of AMA motocross). The bike I ride in the '95 Nationals will be a pre-production '96 bike and practically everything on it is different from the '95. I don't think they would let me out on the track in America with it.

So you probably have a lot of influence on what guys will be racing next year.

I wouldn't say that I have a whole lot of influence. I do a lot of the testing and I help with the early development. But as far as true influence goes I say, "Yeah, this feels good," or "No, this feels bad," and they kind of go from there. I give them some help on the bikes, but I'm really just over there to win races. CN

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A triumph of determination over adversity brought the crowds to their feet and the 1994 World Champion's crown to Honda's top gun Mick Doohan following an emphatic win at Brno with three races still to go. For this single-minded rider, the title proved to be a personal victory over major injuries sustained two years earlier. You can really appreciate the Aussie hero's smooth riding style with the superb slow-motion video sequences.

Suzuki's Kevin Schwantz, the '93 World Champion, battled all season with Doohan, Cagiva's John Kocinski, and Team Roberts Yamaha's Luca Cadalora, but also had his own injuries to overcome. That didn't stop the Texan from showing off his exceptional talents and keeping up the pressure at each race.

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A blank, aged, cream-colored card with rounded corners and a small dark spot at the top center. The card is set against a dark background.

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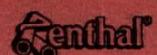
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Nac Nac Nac — guess who's back? Three races, three first-place finishes. But hey, that's hardly a surprise with a rider like Jeremy McGrath, a bike like Honda's CRTM250R, and team sponsors like 1-800-COLLECT and Fox Racing.

So tear out this ad, and start keeping score. Because the question has never been who's the favorite pick for the 1995 Supercross Championship.

It's how many records he can break getting there.



EVENTS

Edited by Scott-Rousseau



Schmidt smokes 'em at Elk Lake ice race

By Tim McBride

ZIMMERMAN, MN, JAN. 15

Armed with a pair of custom-prepared Larson's Cycle ice racing tires, two-time World MX Champion and Bob's Cycle Supply-sponsored Donny Schmidt piloted his Yamaha YZ250 to victory in the 250cc Pro and Vet classes during the opening round of the Dirt Track Riders Association's ice racing season on Elk Lake.

The event marked the first time Schmidt had ever competed on the ice, and he certainly displayed his versatility by defeating some of Minnesota's finest ice racers.

"I've been practicing for the last couple weeks," Schmidt said. "It's a lot of fun, and I hope to be able to come out and race with my friends again sometime."

The Vet class saw Dan Zitir out front at the start of the main event while leading Mark Deal, John Larson, Schmidt, Joe Tromburg, Rocky Erickson and the rest of the pack into the first turn of the scrambles-type race track. Schmidt made quick work of Larson and Deal in the first of the two hairpin sections and caught Zitir at the end of the long back straight. The late-braking Schmidt then slid to the inside of Zitir to make the pass and turned up the wick.

On the second lap, Deal slipped past Zitir also but there was no catching Schmidt. The only incident of the race came on lap four when Erickson crashed out of contention while running in fifth. Schmidt went on to score the win with Deal a distant second. Larson made a last-lap move past Zitir to earn third place.

The 250cc Pro class saw Schmidt and Darrin Chelin go toe-to-toe in a close battle that went the distance. The duo traded the lead on several occasions, but Schmidt made the winning pass on the penultimate lap to pick up his second victory of the afternoon.

Mark Deal and Dave Jendro won the two Open B heat races. The six-lap final was a different story, however, as John Larson turned the tables and led the main event uncontested from start to finish scoring the upset. Deal finished second with Jeff Berg, Jendro, and Joe Tromburg rounding out the top five positions.

(Top) Chris Neitzel (2) chases Kevin Tarwater (3L) through the air during a 125cc Noyce moto at LACR. Tarwater won the class. Neitzel was the runner-up. (Above) Dan Zitir (48K) leads the pack through the first turn of the Vet main event at the DTRA ice race on Elk Lake. Former World MX Champion Donny Schmidt (3) went on to score the win.

Results

VET: 1. Donny Schmidt (Yam); 2. Mark Deal (Hon); 3. John Larson (KTM); 4. Dan Zitir (W-R); 5. Joe Tromberg (Hon).
250 PRO: 1. Donny Schmidt (Yam); 2. Darrin Chelin (Hon); 3. Rocky Erickson (Yam).
OPEN B: 1. John Larson (KTM); 2. Mark Deal (Hon); 3. Jeff Berg (Hon); 4. Dave Jendro (KTM); 5. Joe Tromberg (Hon).
250 B: 1. Rocky Erickson (Yam); 2. Jeff Berg (Kaw); 3. Jason Larson (Hon); 4. Dave Peterson (Hon); 5. Quentin Blomberg (Hon).
STK FRAME: 1. Jay Tromberg (Yam); 2. Mike Durham (Yam); 3. Harold Engberg (Hon); 4. Dave Jenkins (Yam); 5. Marl Bryan (Yam).
NOV: 1. Jesse Blomberg (Hon); 2. Mike Durham (Hus); 3. Brian Fisher (BSA); 4. Gary Gouden (H-D); 5. Dave Peterson (Hon).
80: 1. Adam Deal (Yam); 2. Adam Henrichs (Hon).
50: 1. Travis Henrichs (Yam); 2. Cody Swenson (Yam).

Owen overalls LACR Old Timers Motocross

By Greg Robertson

PALMDALE, CA, JAN. 15

Hank Owen came away the Old Timers MX Association's Amateur class overall winner without winning either moto during the California Racing Club's first Sunday motocross of the new year at Los Angeles County Raceway.

Charles Watanabe roosted his brand-new CR250 to the front of the pack as moto one began. Charles Howell and Fred Kalmaick gated in second and third places, respectively, and both found a way around Watanabe on the opening lap. Watanabe went down a short time later at the base of the over-and-under jump, handing the lead back to Watanabe, who had repassed Kalmick.

Watanabe's lead lasted just over a lap before Owen, who had been charging from a sixth-place start, made his move into the top spot. Once out front, Owen started to put some dis-

tance between himself and the rest of the field. Owen looked to have the win in the bag until he bobbed just prior to the white flag, allowing Watanabe to slip back into the lead. Watanabe said thank you by pulling away on the final circuit to win the moto. Buzz Moeller pressured Owen all the way to the checkers for third.

Watanabe nailed his second holeshot of the day in moto two, but John Flanders railed around him in a sweeper to take control. Owen got a better start this time and also shot around Watanabe on lap one before latching on to Flanders' rear fender as the duo quickly distanced themselves from the others.

Flanders and Owen fought for the lead with Owen getting the upper hand just past the halfway point. Howell appeared to be the fastest rider in the moto, coming from a last-place start to pressure Flanders for second toward the end of the race. Howell outjumped Flanders at the white flag for second, then dove underneath Owen a few turns later to grab the lead where he would stay until the finish. Owen came across a close second, which was good enough for the overall. Even though Watanabe faded to finish sixth, he still earned third overall behind the 4-1 finishes of Howell.

Results

P/W B-2: 1. Cory Redenius (Yam); 2. Bryce Terzian (Suz); 3. Edward Herring (Yam); 4. Eddie Woodard (KTM); 5. David Carter (Yam).
P/W B-1: 1. Timmy McDaniel (Yam); 2. Brett Saunders (Yam); 3. Matt Contreras (KTM).
P/W A: 1. Jared Tebo (Yam); 2. Charles Messer (Yam).
60 BEG: 1. Frankie Pineda (Kaw).
60 (0-8): 1. Billy Bloom (Kaw); 2. Brett Mountain (Kaw); 3. Matt Contreras (Kaw).
80 BEG: 1. Kit Kunath (Yam); 2. Miles Buck (Kaw); 3. Joe Neitzel (Kaw).
80 (7-11): 1. Donnie Durrer (Suz); 2. Shane Smith (Suz); 3. Gerard Patin (Yam).
80 (12-13): 1. Cliff Jennings (Kaw); 2. Kevin Jennings (Kaw).
80 (14-16): 1. Ito Posca (Yam); 2. George LaMonte (Suz).
125 BEG: 1. Dave Pedrow (Kaw); 2. Travis Smith (Yam); 3. Jeremy Chausser (Kaw); 4. Eddie Laret (Suz).
125 NOV: 1. Chris Neitzel (Suz); 2. Kevin Tarwater (Suz); 3. Tyler Buck (Suz).
125 INT: 1. Lanny Turner (Suz).
250 BEG: 1. Larry Turner (Kaw); 2. Michael Kautz (Hon).
250 INT: 1. Robbie Dunham (Yam); 2. Mike Gallegos (Hon).
JR VET NOV: 1. Lee Saul (Suz).
VET BEG: 1. Bill Graham (Suz); 2. Ress Benson (Hon); 3. Frank Pineda (Yam); 4. Scott Mountain (Yam).
VET NOV: 1. Jon Hall (Hon).
VET EX: 1. Leo Saul (Yam).
SR NOV: 1. Michael Burnett (Suz).
SR EX: 1. Bob Dunham (Yam).
OT NOV: 1. John Webb (Hon); 2. Bob Klatt (Kaw); 3. John Craft (Kaw); 4. Frank Derby (Yam).
O/T AM: 1. Hank Owen (Hon); 2. Charles Howell (Yam); 3. Charles Watanabe (Hon); 4. Fred Kalmick (Kaw); 5. Buzz Moeller (Hon).
O/T EX: 1. Richard Bealer (Yam); 2. George Spearing (Hon); 3. Bob Sherred (Hon); 4. Jim McConnell (Kaw); 5. Steve Jennings (ATK).
O/T MSTR: 1. Jack Kell (Hon); 2. Bill Carr (Yam); 3. Gary Willison (Kaw); 4. Mike Chesbro (Hon); 5. Keith Phillips (Kaw).

Gaddis tops Cow Palace Arenacross

By David Lutz

SAN FRANCISCO, CA, JAN. 6-7

Team SplitFire/Kawasaki's Jimmy Gaddis was the big winner at the Western round four of the AMA Arenacross Series in the Cow Palace.

Gaddis won the 125cc main event on Friday night and the 125 and 250cc main events on Saturday night, not to mention the "Dash for Cash" on both nights. Gaddis' worst finish was a second place to Team Suzuki Off Road's Guy Cooper in Friday night's 250cc main.

Rick Ryan holeshot the 125cc Pro main event, with Gaddis and Jeff Willoh in close pursuit. Within a few laps Ryan and Willoh began to fall off the pace, turning the lead over to Gaddis, with Jeffery Pestana and Lowell Moulal holding down second and third. Series points leader Chad Pederson had his hands full after recovering from a poor start, but in the second half of the race Pederson found a fast line through the whoop section and began to make up ground. It was too little, too late, however, and Pederson was unable to make the move on Moulal for third. Gaddis took the victory, followed by Pestana and Moulal.

After losing his 125cc bike to a crash earlier in the evening, Cooper reappeared for the 250cc main event but had to settle for a second-place start behind Gaddis. Pederson looked to have a decent start, entering the first turn in third, but his bad luck continued when he slid in the sweeper and ended up next-to-last. Pederson was up quickly and set out after the leaders.

The pack soon spread out, with Gaddis maintaining a three-second advantage over Cooper, who in turn had 11 seconds over third-placed Rick Ryan. Pederson rode like a man possessed to pass riders.

By the halfway mark, Pederson was up to seventh place and still moving. Meanwhile, Gaddis bumped a lapper and appeared to hit neutral, allowing Cooper by on the outside for

the lead. The first two spots were then set, but still to be determined was how far Pederson could move up. By the three-quarter mark he had secured fifth and he used his ability to clear the mammoth infield double on every lap to pick up time, eventually finishing third.

Saturday night's racing may have lacked the excitement of the previous night, as Gaddis was followed across the finish line by Cooper and Pederson in both Pro main events.

Results

Friday
125 MAIN: 1. Jimmy Gaddis (Kaw); 2. Jeffrey Pestana (Hon); 3. Lowell Moulal (Hon); 4. Chad Pederson (Hon); 5. Jeffrey Willoh (Kaw).
250 MAIN: 1. Guy Cooper (Suz); 2. Jimmy Gaddis (Kaw); 3. Chad Pederson (Hon); 4. Dean Matson (Yam); 5. Rick Ryan (Yam).
Saturday
125 MAIN: 1. Jimmy Gaddis (Kaw); 2. Chad Pederson (Hon); 3. Guy Cooper (Suz); 4. Jeffrey Pestana (Hon); 5. Jeffrey Willoh (Kaw).
250 MAIN: 1. Jimmy Gaddis (Kaw); 2. Chad Pederson (Hon); 3. Guy Cooper (Suz); 4. Jeffrey Pestana (Hon); 5. Dean Matson (Yam).

Demaris doubles at Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, JAN. 14

CZ-mounted Dale Demaris bested the muddy conditions to post an incredible double class win during the Vintage Dirt-sanctioned vintage motocross at Woodland Motocross Park.

The storm that hammered California and moved to the Northwest dumped huge amounts of rain, making for a muddy mess for the riders on hand from Washington, Oregon and Canada. Demaris, though, took the conditions to his liking by winning the Open and 40+ Expert classes.

Demaris had only fellow CZ rider Monty Price to contend with in the Open class. Even so, the Northwest Maico/CZ-backed Demaris stretched out his leads in both motos for a 1-1 sweep to relegate Price to 2-2 status. The number-three spot went to Amateur winner Rob Iverson, while Tom McFarlane and Ken Burningham followed.

Win number two for Demaris came after a second set of incredible motos that carried the him to victory over Honda-mounted Bill Row in the 40+ class, which also ran in an Expert/Amateur configuration. Top Amateur position went to Bultaco rider Charles Dowling.

One of the day's best races came in the 250cc Expert class. Honda-mounted Joe Casey made a slick, last-lap pass on Rickman rider Shawn Brown to pick up the moto win, but Brown won the second moto to take the overall victory.

Results

OPEN EX: 1. Dale Demaris (CZ); 2. Monty Price (CZ); 3. Craig Farnsworth (CZ).
OPEN AM: 1. Rob Iverson (Yam); 2. Tom McFarlane (Gre); 3. Ken Burningham (Gre).
250 EX: 1. Shawn Brown (Ric); 2. Joe Casey (Hon); 3. John Smith (Ric).
250 AM: 1. Jeramie Holmes (C-A); 2. Guy Haugo (Suz); 3. Dean Newton (BSA).
125 EX/AM: 1. LaFaye McCarver (Hon); 2. John Bavarkas (Hon); 3. Rick Sipp.
30+ EX/AM: 1. Joe Casey (Hon); 2. Bill Brown (Suz); 3. Ken Burningham (Gre).
40+ EX/AM: 1. Dale Demaris (CZ); 2. Bill Row (Hon); 3. Charles Dowling (Bul).
OPEN BMBR: 1. Monty Price (Yam); 2. John Bavarkas (Yam); 3. Jeff Finstad (Hon).
250 BMBR: 1. Don Darby (Hon); 2. Rick Graff (Hon); 3. Jack Rua (Hon).

Truhn tramples Carlsbad MX

By Kyle C. Parsons

CARLSBAD, CA, JAN. 14

The "Over The Hill Gang" motocross opener at Carlsbad Raceway was more like a homecoming than a visit for Michigan native Doug Truhn.

But with the fabled former U.S. GP track receiving a record amount of rainfall, conditions resembled that of a mud bog, and played right into Truhn's hands as he stormed to the Expert class win.

As the flag fell for the first Expert moto of the day, Duane Quayle shot to the front of the pack, with Truhn in hot pursuit. By the end of the second lap, Quayle and Truhn had extended their lead over the rest of the pack with Dan Townsend a distant third. By lap three Quayle and Truhn were locked in a fierce battle, with Truhn making the pass on a muddy, rutted straight. Truhn held on for the win with Quayle in runner-up position.

The second moto started the way the first one ended, with Truhn pulling the holeshot. In pursuit, Carl Powell and Quayle attempted to keep Truhn in sight, as the Michigan mud specialist had a full head of steam and was on the move. As the pack came around for the first lap, Powell cross-rutted and went down, handing second place to Quayle who set his sights on

Truhn. As the moto wore on, Truhn was able to distance himself from Quayle for a perfect 1-1 finish and the overall victory.

Randy Bruce also put on a mud riding clinic for the Intermediate class, taking both moto wins for the overall.

Results

BEG: 1. Tim McCue; 2. Steve Latham; 3. Douglas Kirk.
NOV: 1. Ernie Whitlock; 2. Ray Brown; 3. Kirk LaKrofta; 4. John Curran.
INT: 1. Randy Bruce; 2. Rob Townley; 3. Bill Schultz; 4. Fred Thiel.
EX: 1. Doug Truhn; 2. Duane Quayle; 3. Dan Townsend; 4. Kyle Parsons.
PRO: 1. Willy Musgrave.

Hart beats Pros at St. George Motocross

By Erich M. Sagers

ST. GEORGE, UT, JAN. 14

Yamaha rider Cary Hart hammered out 1-2 moto finishes to top the 125cc Pro class at St. George Raceway.

Moto one saw Judd Palmer explode off the line to take the early lead, with Hart, Kelly Betts, Chad Wallwork and Steve Liedberg chasing. Palmer's lead, however, was short-lived, as Hart and Betts quickly relegated him to third. Hart wasted no time in building an early lead which he would never surrender. Betts held second position for three laps, then bobbled in the whoops and allowed Wallwork to pass. Liedberg then scooted by the shaken Betts for third.

Moving forward, Liedberg passed Wallwork for second on the following lap, but he couldn't hold on after the tricky double and he hit the dirt. Wallwork and Betts took advantage of Liedberg's misfortune to move up a position, but Liedberg caught and passed Betts through the whoops for third on the last lap. At the finish, it was Hart followed by Wallwork, Liedberg and Betts.

In the second moto, Hart got the holeshot with Liedberg in tow. The two quickly distanced themselves from the pack. Meanwhile, Betts passed Palmer and Wallwork to capture third position with a dramatic inside move on a fast, right-hand sweeper.

At the halfway mark, Hart lost traction in a loose left-hander and Liedberg blew by into the lead, never looking back. Betts slipped from third to sixth after cross-rutting a double jump, handing third to Wallwork and fourth to Palmer. Moto two ended with Liedberg taking the win. Hart, Wallwork, Betts and Tad Porter rounded out the top five.

Results

P/W BEG: 1. Traction Kirk (Yam); 2. Nicholas Last (KTM); 3. Robert Farnsworth (KTM).
P/W NOV: 1. Eric Barlow (Yam); 2. Nick Nelson (Yam); 3. Nicole Burton (Yam).
60 NOV: 1. Chase Nelson (Kaw); 2. Chase Nelson (Kaw); 3. Tyler Mortenson (Kaw).
60 EX: 1. Ty Wall (Kaw).
80 BEG: 1. Jace Kirk (Suz); 2. Gene Gardner; 3. Mike Ovard (Kaw).
80 NOV: 1. Kevin Bourgin (Kaw); 2. Ty Wall (Yam); 3. Derrick Polson (Hon).
80 INT: 1. Shawn Last (Hon); 2. Larry Leavitt (Yam).
80 PRO: 1. Monty Montague (Hon); 2. Landon Leavitt (Yam).
125 BEG: 1. Rob Phillips (Yam); 2. Ryan Sullivan (Suz); 3. Ben Rushing (Suz).
125 NOV: 1. Matt Welch (Yam); 2. Travis Turner (Suz); 3. Steve Medrano (Suz).
125 INT: 1. Darren Atkin (Yam); 2. Randy Stefan (Suz); 3. Landon Leavitt (Yam).
125 PRO: 1. Cary Hart (Yam); 2. Steve Liedberg (Hon); 3. Chad Wallwork (Yam).
250 NOV: 1. Brad Simons (Kaw); 2. Ryan Sagers (Hon); 3. Wesley Malmgreen (Hon).
250 INT: 1. Erich M. Sagers (Yam); 2. Sam Mortenson (Kaw); 3. Skip Smith (Yam).
250 PRO: 1. Cary Hart (Yam); 2. Brad Frampton (Yam); 3. Judd Palmer (Kaw).
OPEN NOV: 1. Russell Bezzant (Hon); 2. Troy Harris (Hon); 3. Tyler Tipton (Hon).
0-25 VET: 1. Erich M. Sagers (Yam); 2. Wayne Hunt (Kaw); 3. Rusty Whipple (Kaw).
0-35 VET: 1. Wayne Johnson (Kaw); 2. Alan Bezzant (Kaw); 3. Terry Knight (Yam).

CMC stars shine at Barona Oaks Banquet

By Homer Eubanks

RAMONA, CA, JAN. 14

A total of 116 riders were honored at the California Mini Motorcycle Club's annual awards banquet.

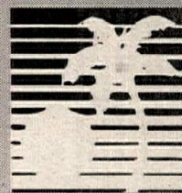
Honorees included class winners from the 21-race, 1994 series that marked the 21st consecutive year of motocross racing at Barona Oaks Raceway.

Daniel Nichols was able to edge out Dustin Nelson for overall honors in the 250cc Stock class. Nichols relied on consistency to take the title as Nelson was away for several of the events. Don Connelly managed to take home the gold in the Old Pharts class. Connelly received most of his competition from Steve Laninovich,

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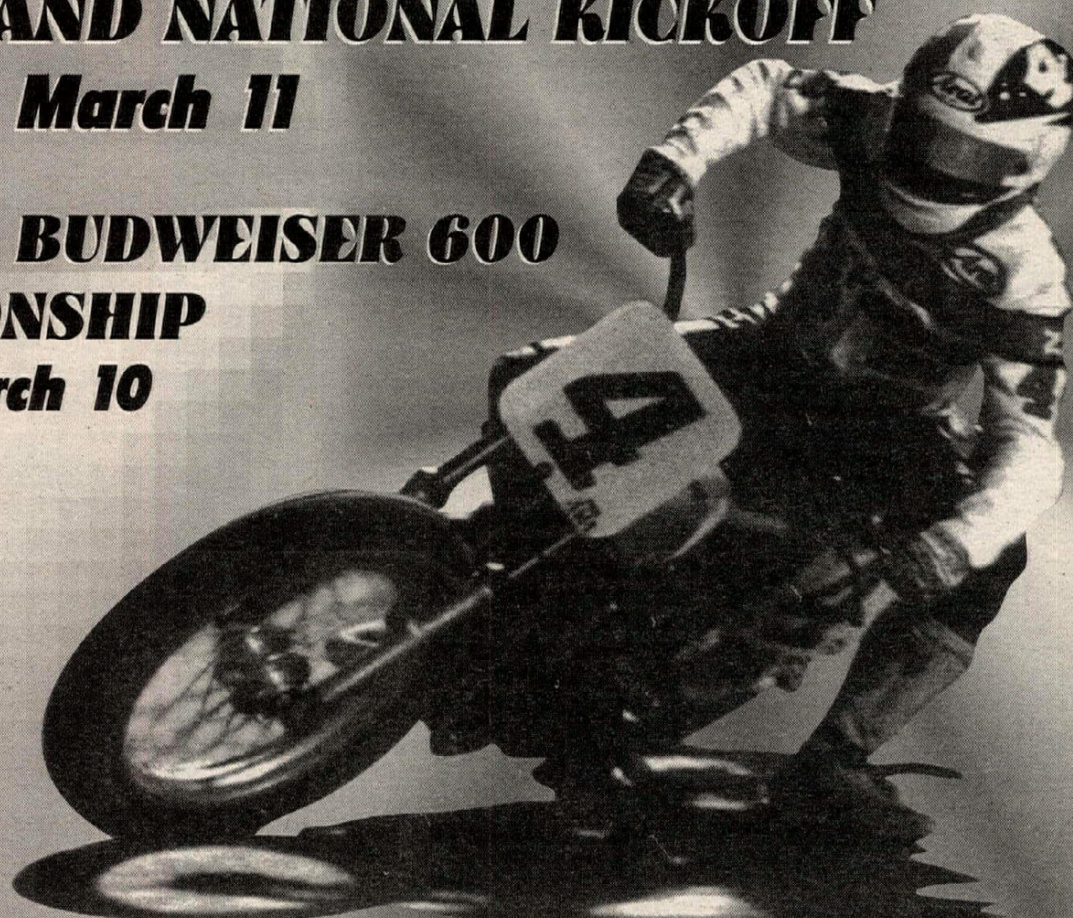
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1994 BUDD'S CREEK 250cc MX USGP "When the World Comes to Ride"

(#149) The Americans should have seen him coming, wearing number 77 on a Honda with shoulder-length hair hanging out from the back of his helmet. This French motocrosser from Marseilles stole the show from the American stars on their very own stage, only this time it wasn't Jean-Michel Bayle.

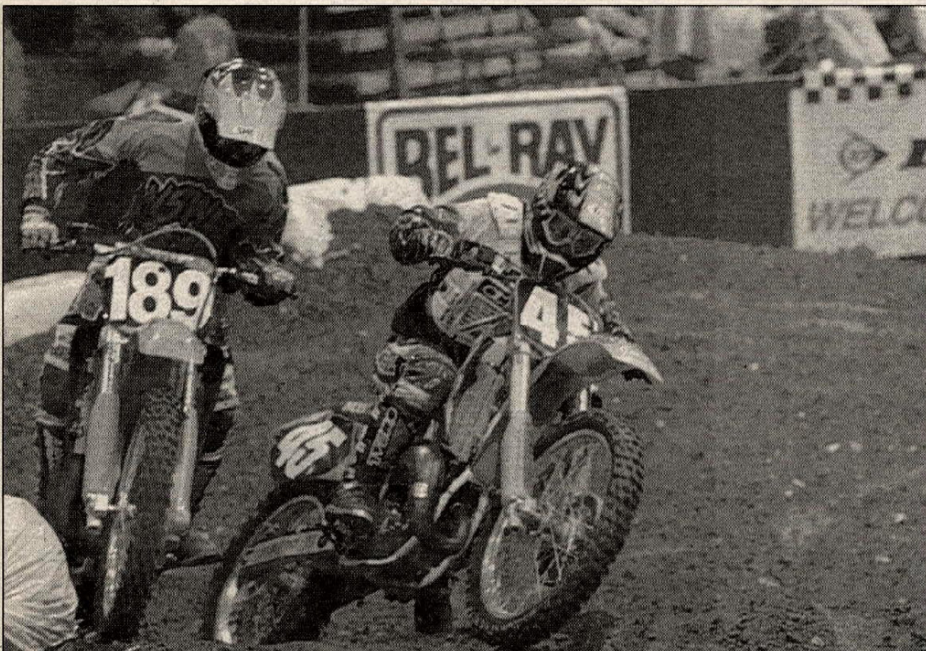
Team Pepsi-Honda's Yves Demaria shocked the American motocross fans when he won the U.S. round of the 1994 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria, who is managed by Roger DeCoster, led a massive European revolt eager to beat the dominant Americans at their own round of the World MX Championship. The race saw a trend of European success in America continue as Demaria and '93 U.S. GP winner Stefan Everts stood on the highest steps of the podium.

Americans were able to hold their heads high with a spectacular first-moto win by Yamaha's Jeff Emig, while the Europeans carried their championship battle to the most consistent set of moto finishes for the best overall results of the day.

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(Above) Jim Neese (45) was the man to beat at the Action Sports Indoor MX in Huntington, West Virginia, taking three of the four Pro main events held over two days. (Left) Jeff Wilson negotiates a tough, wooded trail en route to the AA class win at the Zars Ranch Hare Scramble.

JR CYCLE (0-8): 1. Ryan Beat; 2. Andrew Wageman; 3. Roman Summers; 4. Chris Caudillo; 5. Shaun Connelly.
P/W (0-8) STK: 1. Ryan Beat; 2. Cas Swift; 3. Chris Caudillo; 4. A.J. Lee; 5. Phillip Bruscella.
125 BEG: 1. Steven Crum; 2. Staci Ellis; 3. Jeff Robinson; 4. Kevin Royal.
MINI BEG: 1. Nick Casillas; 2. Edward Chighizola; 3. Christopher Crum; 4. Jordan Eubanks; 5. Travis Frink.
JR CYCLE BEG: 1. Joey Rose.
INTRO TO MX: 1. Anthony Crum; 2. Michael Feist; 3. Richard Lloyd; 4. Gary Motshagen.
P/W F/T: 1. Dane Huaton; 2. Aimee Jones; 3. Adam Kircher; 4. A.J. Montanez; 5. Christopher Moore.

Wilson tops Zars Ranch HS

By Bob Windham

FLORESVILLE, TX, JAN. 8

Jeff Wilson played a waiting game and then emerged to the head of the AA class during round five of the AMA Texas Championship Hare Scrambles Series at the popular Zars Ranch site on the San Antonio River.

Former National MX Champion Kent Howerton was expected to be the toast of the field in the potent AA class. The Honda CR250-mounted Howerton got a midpack start and moved quickly to the front before choosing to park it with a flat tire at the end of lap one. Clifford Goertz then engaged in an early duel with Steve Cardwell for the lead. But Goertz faded on the grueling course while Cardwell fought suspension problems, allowing Jeff Wilson and Jeremy Fipps, who had played a smart game of not burning out early, to take the two top spots. Wilson was in front at the checkered flag.

Top A-class honors were dominated by the Open A riders with the exception of Vet A powerhouse Al Craven. Alan Drane made an early-race dash for the division lead with Todd Tarver and Mike Bradshaw. Bert Reynolds then got his rhythm going on the extremely tight course, charging past the early leaders and taking the win. Jeremy Buckley dominated the 200cc A class.

Brian Mullins, the Open C winner, scored the support race overall win via his best finish of the season. Billy Click managed a commendable class win in Senior B, going the entire distance with a flat rear tire. Bobby Reynolds proved mastery of the Super Senior class, logging his fourth win of the season.

Results

AA: 1. Jeff Wilson (Yam); 2. Jeremy Fipps (Hon); 3. Clifford Goertz (Suz); 4. Shaun Martin (Hon); 5. Steve Cardwell (KTM).
A O/A: 1. Bert Reynolds (KTM); 2. Mike Bradshaw (Yam); 3. Alan Drane (KTM); 4. Al Cravens (Suz); 5. Rip Woodward (Yam).
SHORT O/A: 1. Brian Mullins (Kaw).
OPEN A: 1. Bert Reynolds (KTM); 2. Mike Bradshaw (Yam); 3. Alan Drane (KTM); 4. Rip Woodward (Yam); 5. Travis White (Yam).
4 STRK: 1. Richard Bakke (KTM); 2. Mike Andrews (Hon); 3. King Ticken (Kaw); 4. Steve Weselik (Hon); 5. Pete Hardsteen (Kaw).
VET A/30+ A: 1. Al Cravens (Suz); 2. Doug Paley (Kaw); 3. Daryl Smith (Hon); 4. Jeff Wilson (Yam); 5. Mark Vickers (Suz).
SR A/40+ A: 1. Barry Franklin (KTM); 2. Howard Love (Kaw); 3. George Spalding (Hon); 4. Howard Juckett (Kaw); 5. Gene Hooker (KTM).
200 A: 1. Jeremy Buckley (Hon); 2. Duane Badgley (Kaw); 3. Jay Roy (Hon); 4. Steven Selman (Kaw); 5. Mike Spellings (Kaw).

OPEN B: 1. Tracy Gardner (Kaw); 2. Eddie Harrison (Yam); 3. James Porter (Suz); 4. Bryan Davis (Hon); 5. Brent Jones (Kaw).
VET B/30+ B: 1. Richard Kepler (Kaw); 2. Alan Kisse; 3. Don Donald (Hon); 4. Andy Wright (Suz); 5. Russ Clark (Yam).
200 B: 1. Travis Allen (Yam); 2. Jimmy Cross (Hon); 3. Rick Cartwright (Kaw); 4. Kris Stevenson (Kaw); 5. Jody Martin (Kaw).
SR B/40+ B: 1. Billy Click (Hon); 2. Charles Laurence (Kaw); 3. John Michlowsky (Kaw); 4. Dave Adams (Kaw); 5. Terry George (Yam).
OPEN C: 1. Brian Mullins (Kaw); 2. Eric Nesloney (Hon); 3. Glen Gerner (Yam); 4. Curt Collier (Hon); 5. Jarrod Goertz (Hon).
200 C: 1. Tracey Terrell (Kaw); 2. Thomas Senesac (Hon); 3. David Fluchel (Kaw); 4. David Ketchum (Kaw); 5. Jason Frerick (Suz).
JR: 1. Craig Chedsey (Suz); 2. Jonathan Buckley (Hon); 3. Mike Vachar (Yam).
80: 1. Cliff Martin (Yam); 2. Barry Tuttle (Suz); 3. Drew Dunbar (Yam); 4. Jarrett Titus (Yam); 5. Dusty Crowder (Yam).
S/SR/50+: 1. Bobby Reynolds (KTM); 2. Kenneth Langham (Kaw); 3. Francis Hess (Yam); 4. Mike Davenport (Hon); 5. Larry White (Yam).
SPTSMN: 1. Bill Eric (Hon); 2. George Howard (Kaw); 3. Cliff Wicker (Suz); 4. Steve Klaus (Yam); 5. Mike Kincaid (Hon).
WMN: 1. Lorena Hancock (Kaw).
60: Hank Hanson (Kaw); 2. Zach Smith (Kaw); 3. Brian Broussard (Kaw); 4. Trey Chote (Kaw); 5. Kyle Martin (Kaw).

Neese on fire at Action Sports Indoor Motocross

By David L. Patton Jr.

HUNTINGTON, WV, JAN. 7-8

Jim's Motorcycles/Pro Circuit/O'Neal-backed Jim Neese finally scored his first main event win in the 1994-95 Action Sports Indoor Motocross Series at the Huntington indoor facility.

Neese had been one of the fastest riders in the first three rounds of the series but couldn't pick up a win as Davey Yezek and Todd DeHoop dominated the Columbus rounds. The battle for the Pro class series championship ended in a tie; Yezek grabbed the 125cc title ahead of DeHoop and Neese, and DeHoop won the 250cc class with Yezek and Neese second and third, respectively.

Neese blasted through the first turn at the head of the pack in the 125cc Pro main event on Saturday night. The standing-room-only crowd was on their feet as Yezek and DeHoop chased Neese. Jeff Yentzer, Shane Lawson and Mike Katin led the field trying to keep the leaders in sight.

Neese used the open track to pull away from the battle for second, which belonged to Yezek on the third lap. Yezek tried to pick up the pace to catch Neese, but lapped riders slowed his charge, allowing DeHoop to gain on Yezek. Neese tried to maintain his edge on Yezek but made a mistake and went down. Neese fell back to eighth place, while Yezek and DeHoop finished 1-2.

DeHoop and Neese were really pumped up for the 250cc main after coming so close in the 125cc main. Neese had never won an Action Sports main event and he got another good start in the 250cc main. Mark Musselman, on a Gas Gas, got a great start and headed the field. Gaylon Dickson and Mike Katin led a group of seven riders. Neese quickly negotiated traffic and then leapt by Musselman over the triple for the lead on lap four. Neese took the win ahead of Katin, Yezek, Gaylon Dickson and Todd DeHoop.

Neese added two more victories to the win-column on Sunday, as he headed the 125 and 250cc main events.

Results

Saturday
50: 1. D.R. Atwood (KTM); 2. Tyler Grubb (LEM); 3. Michael Willard (KTM); 4. Jordan Oxley (LEM); 5. Sam Fitzwater Jr. (Yam).
65: 1. David Whitcraft (Kaw); 2. Gavin Gracyk (Kaw); 3. Whitcraft (Kaw); 4. Charlie Carey (Kaw); 5. Cody Kovach (Kaw).
80 (7-11): 1. Ben Riddle (Kaw); 2. David Whitcraft (Suz); 3. Cody Kovach (Hon); 4. Gavin Gracyk (Kaw); 5. Brian Gerth (Suz).
80 (12-13): 1. Jeffery Ryan (Kaw); 2. Jeff Gibson (Kaw); 3. Jason McDonald (Yam); 4. Corey Arnold (Kaw); 5. Ryan Lutz (Kaw).
80 (14-15): 1. Kelly Taylor (Yam); 2. Christopher Panucci (Kaw); 3. Damien Heater (Kaw); 4. Chris Chamberlain (Hon); 5. Jeremy Caudill (Hon).
125 B: 1. Karl Scott II (Hon); 2. Ryan Haines (Hon); 3. Travis Smith (Hon); 4. Steven Lavender (Suz); 5. Jimmy Brooks (Suz).
125 C: 1. Justin McCoy (Yam); 2. Mike Clendenin (Kaw); 3. Wesley McCoy (Yam); 4. Steve Hill (Suz); 5. Scott Gibson (Suz).
250 B: 1. Sonny Morocco (Hon); 2. Jimmy Wilson (Kaw); 3. Mark Roop; 4. Jeremy Basham (Kaw); 5. Chad Berkey (Kaw).
250 C: 1. Mike Clendenin (Kaw); 2. James Dietrich (Suz); 3. Justin McCoy (Yam); 4. David Piccirillo (Yam); 5. Robert Runions (Suz).
OPEN B: 1. Jason Tolliver (Kaw); 2. Jerry Barlow (Kaw); 3. Mark Christian (Hon); 4. Shaun Swisher (Hon); 5. Kevin Deyling (Hon).
25+: 1. Mark Musselman (G-G); 2. Mike Morgan (Yam); 3. Gaylon Dickson (Yam); 4. Rodney Carrier (Suz); 5. Mike Hogan (Hon).
30+: 1. Scott Gainer (Kaw); 2. Mike Holdcroft (Yam); 3. Gene Hodge II (Kaw); 4. Brad Hess (Hon); 5. Steve Jacobs (Hon).
125 PRO: 1. Davey Yezek (Suz); 2. Todd DeHoop (Hon); 3. Shane Lawson (Hon); 4. Mike Katin (Hon); 5. Jeff Yentzer (Kaw).
250 PRO: 1. Jim Neese (Hon); 2. Mike Katin (Hon); 3. Davey Yezek (Suz); 4. Gaylon Dickson (Yam); 5. Todd DeHoop (Hon).
Sunday
50: 1. Michael Willard (KTM); 2. Nicholas Carroll (KTM); 3. Tyler Grubb (LEM); 4. George Baker (Cob); 5. Troy Stuart (LEM).
65: 1. David Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Gavin Gracyk (Kaw); 4. Chris Whitcraft (Kaw); 5. Cody Kovach (Kaw).
80 (7-11): 1. Ben Riddle (Kaw); 2. David Whitcraft (Suz); 3. Gavin Gracyk (Kaw); 4. Billy Browning (Kaw); 5. Cody Kovach (Hon).
80 (12-13): 1. Jeff Gibson (Kaw); 2. Jeffery Ryan (Kaw); 3.

Jason McDonald (Yam); 4. Nick Walsh (Yam); 5. Derrick McKinney (Kaw).

80: 1. Christopher Panucci (Kaw); 2. Damien Heater (Kaw); 3. Jeremy Caudill (Hon); 4. Kelly Taylor (Yam); 5. Chris Mowery (Yam).

125 B: 1. Scott McMillin (Kaw); 2. Sonny Morocco (Hon); 3. Scott Shafer (Suz); 4. Ryan Haines (Hon); 5. Doug Finner (Yam).

125 C: 1. Mike Clendenin (Kaw); 2. Justin McCoy (Yam); 3. Scott Gibson (Kaw); 4. Nick Walsh (Hon); 5. Mike Zimmerman (Suz).

250 B: 1. Sonny Morocco (Hon); 2. Mark Roop; 3. Jason Copley (Yam); 4. Rodney Walker (Hon); 5. Chad Spinosi (Kaw).

250 C: 1. Mike Clendenin (Kaw); 2. Justin McCoy (Yam); 3. David Piccirillo (Yam); 4. Ryan McHale (Hon); 5. Kenny Gambill (Yam).

OPEN B: 1. Jerry Barlow (Kaw); 2. Shaun Swisher (Hon); 3. Kevin Deyling (Hon); 4. Adam Bolan (KTM); 5. Mark Christian (Hon).

25+: 1. Mark Musselman (G-G); 2. Gaylon Dickson (Yam); 3. Rodney Phillips (Yam); 4. Mike Morgan (Yam); 5. Mike Hogan (Hon).

30+: 1. Scott Gainer (Kaw); 2. Bob Bianco (Yam); 3. Kelly Sullivan (Yam); 4. John Stieglen (Kaw); 5. Gary Baisden (KTM).

125 PRO: 1. Jim Neese (Hon); 2. Mike Katin (Hon); 3. Davey Yezek (Suz); 4. Gaylon Dickson (Yam); 5. Jeff Yentzer (Kaw).

250 PRO: 1. Jim Neese (Hon); 2. Mike Katin (Hon); 3. Davey Yezek (Suz); 4. Todd DeHoop (Hon); 5. Mike Morgan (Yam).

USA Arenacross returns

By Michael Maher

VICTORVILLE, CA, JAN. 14

After two weeks off for the holidays and one for a rainout, Speedway USA's United Sports Arenacross series resumed with a three-moto format, some special guests and a wet, muddy track, a souvenir of the recent California storms.

The 125cc Novices were the first to hit the track, with Brian Ferrell taking the early lead over Dustin Dailey, Billy Lavorci, Vito Valenti and Zeb Armstrong. Dailey battled back against a determined Lavorci, who briefly snagged second place and then set off after leader Ferrell.

Dailey took the lead as the pair came off the notorious double jump, but Ferrell wasn't having any of it and retook the lead in the tight esses, holding on from there for the first-moto win over Dailey and Lavorci.

In moto two, it was Dailey's turn, as he took advantage of a fall by Ferrell to take home the win over Lavorci and Ferrell. Moto three became the decider, with Lavorci and Ferrell pulling way ahead when the rest of the field got caught in a multi-bike pileup. Lavorci scored the win in the race and the class, with Ferrell and Dailey ending up second and third, respectively, in the race and overall.

The 250cc Pro/Expert division allowed the afternoon's featured guest, South African National Champion Andre Dearden, to show his stuff, and he did. But Dearden had to contend with an on-form Jimmy Lavorci to do it. Lavorci pressured Dearden throughout motos one and three while Chris Keegan dispatched Lavorci to become Dearden's tormentor in moto two. Dearden ultimately won all three motos for top honors overall.

The 80cc Beginner class was hotly contested, as Michael Hull and Brandon Flippen pulled out a big lead over the rest of the pack, with Flippen taking the win when Hull became another victim of the slippery track and crashed. Hull recovered for second. Flippen lead moto two wire-to-wire but then went down in moto three, allowing Hull to score the win. Flippen still salvaged a second-place finish to lock up the division title.

Results

250 PRO: 1. Andre Dearden; 2. Jimmy Lavorci; 3. Robert Barnum.
250 INT: 1. Chris Keegan.
250 BEG: 1. Vito Valenti.
4-STRK: 1. Kris Keefe; 2. Robert Barnum.
VET INT: 1. Doug Yarnell.
VET NOV: 1. Mike Carr.
VET BEG: 1. Gary Jesness; 2. Jonnie Little; 3. Darrauld Bennett.
125 PRO: 1. Jimmy Lavorci; 2. Kris Keefe; 3. Jeff Nilcott.
125 INT: 1. Jimmie Deever; 2. Paul Weel.
125 NOV: 1. Billy Lavorci; 2. Brian Ferrell; 3. Dustin Dailey; 4. Vito Valenti; 5. Zeb Armstrong.
125 BEG: 1. Joe Blackmore; 2. Steven Fox; 3. Justin Gutierrez.
80 INT: 1. Justin Scullen.
80 NOV: 1. Chris Hunsinger.
80 BEG: 1. Brandon Flippen; 2. Michael Hull; 3. Shane Fox; 4. Rod Worden.
60 BEG: 1. Stephen Womack; 2. Jason Medina; 3. Jesse Little.
P/W EX: 1. Michael Parker; 2. J.R. Williams.
P/W BEG: 1. Eddie Woodard; 2. Andrew Yarnell; 3. Jason Griffin; 4. Dave Greene Jr.; 5. Anthony Castaneda.

Nelson jams at USA Arenacross

By Michael Maher

VICTORVILLE, CA, JAN. 21

The United Sports Arenacross at Speedway USA marked the debut of a motocross star of the future as the sun shone brightest not on one of the veterans, but on a nine-year-old from Nevada, Jimmy Nelson, who was the dominant force in both the 60 and 80cc classes.

In the 60cc division, Nelson was in a class by himself, literally as well as figuratively, as he was the only Intermediate in a class otherwise full of Beginners. This allowed Nelson (who has

his racing number shaved into his hair) to show off a little as he took the double jumps in a single bound and lapped the entire field on his way to the win, leaving the rest of the pack to fight among themselves for second overall and first Beginner. That title eventually went to Jason Medina, who won the first and third motos but fell while leading in the second and finished third behind Keegan Cartwright and Stephen Womack. Medina still managed to take his division win over Cartwright and Womack.

In the 80cc class, Nelson actually had a little competition as he shared the Novice ranking with Chris Hunsinger and Chris Panek. In the first moto, Nelson and Hunsinger went at it, with Nelson keeping Hunsinger at bay, his job being made easier when Hunsinger was balked by a slower bike. Nelson opened up a lead and took the moto win. In the next moto, however, the Nelson express was nearly derailed as he got off the line behind Hunsinger and Panek. Nelson made a banzai charge that saw him catch Panek at the double jumps only to collide with Panek in a midair crash that brought out the red flag.

Both kids got back to their feet and made the race restart. This time Nelson got the jump and was back in first place, but he took a corner too tightly and ended up caught in a hay bale. By the time Nelson got unstuck and moving again he had dropped to fourth place behind Hunsinger, Panek and Michael Hull, but Nelson put his wrist into it and soon reeled in Hull and Panek to salvage second place.

Making no mistakes in the final moto, Nelson took the class win over Hunsinger and Panek, with Hull taking all three Beginner division wins - and fourth overall - to cop the class plaque.

Results

250 PRO: 1. Andre Dearden; 2. Paul Weel; 3. Jimmy Lavorci.
250 NOV: 1. Steven Kovac.
250 BEG: 1. Robert Sutton; 2. Ted Breedlove; 3. Ray Walla; 4. Gary Jesness.
VET NOV: 1. Mike Carr.
VET BEG: 1. Johnnie Little; 2. Darrell Bennett.
4-STROKE: 1. Robert Barnum.
125 PRO: 1. Paul Weel.
125 NOV: 1. Brian Farrell; 2. Tyson Taylor; 3. Britt Jackson.
125 BEG: 1. Mike Pineda; 2. Joe Blackmore; 3. Nathan Hull; 4. Justin Gutierrez; 5. Joe McElfresh.
80 NOV: 1. Jimmy Nelson; 2. Chris Hunsinger; 3. Chris Panek.
80 BEG: 1. Michael Hull; 2. Shane Fox; 3. Rod Worden; 4. Chris Munch.
60 INT: 1. Jimmy Nelson.
60 BEG: 1. Jason Medina; 2. Keegan Cartwright; 3. Stephen Womack; 4. Jesse Little.
P/W INT: 1. Jared Tebo; 2. J.R. Williams; 3. Michael Parker.
P/W BEG: 1. Andrew Yarnell; 2. Eddie Woodard; 3. Jason Griffin.

Hean Tops OTHG at LACR MX

By Greg Robertson

PALMDALE, CA, JAN. 22

Jim Hean and Doug Yarnell split moto wins, but a slight rule infraction on Yarnell's part handed the OTHG Expert class win to Hean when the Over The Hill Gang, and Old Timers MX Association joined the California Racing Club regulars at Los Angeles County Raceway.

Joe Crouch started things off with the OTHG Expert class first-moto holeshot. Crouch quickly came under fire from Hean, who was being pressured by David Fajardo and Yarnell. Hean stayed within striking distance for most of the moto before powering around Crouch just after the Kal Gard tower jump. Yarnell pushed Crouch back to third a few turns later and set out after Hean.

Hean and Yarnell ended up going at it all the way to the checkered flag, with Hean keeping his CR500 ahead by a few feet for a hard-fought win. Crouch held off a great last-lap charge from John Handelin to finish third.

It was discovered after the first moto that Yarnell had failed to wear the required OTHG jersey and was docked a lap for the oversight, dropping him to 12th place.

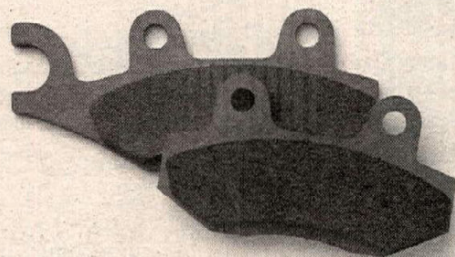
Cortland Brown led Crouch, Hean, Handelin and Yarnell as moto two got underway. By the second lap, the race became a three-rider battle for the lead with Crouch leading Hean and Yarnell. Hean took control at the midway point with Yarnell looking for a place to pass. With just over a lap remaining, Yarnell shot past Hean and quickly pulled away for the second-moto win. Hean fended off a last-lap assault by Crouch to finish in second and capture the overall honors. Fajardo worked up through the pack to take fourth and finish third overall.

Yamaha of Cucamonga-backed Ernie Kopasz turned two holeshots into runaway victories. John Rizzo looked to have the runner-up position in the first moto sewn up until a battle for third between Tim Rash and Marty Westerman caught him on the final circuit. Rash slipped past to take second with Rizzo holding off Westerman at the flag.

While Kopasz cruised out front with a huge lead in moto two, Rash and Westerman repeated their moto-long duel for second place with Rash once again prevailing.



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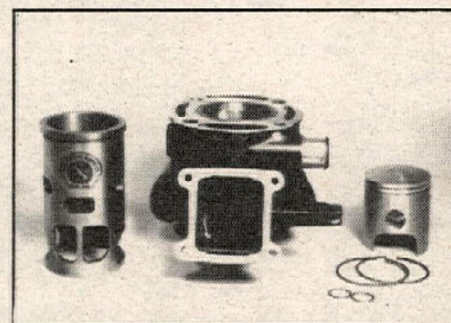
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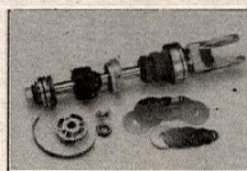
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CYCLE NEWS

4th LORETTA LYNN'S NATIONAL DUAL SPORT '95

The 4th Annual Cycle News/AMA/Loretta Lynn's National Dual Sport Run will be held the weekend of April 1&2, 1995, at Loretta Lynn's Ranch in Hurricane Mills, Tennessee. The LL Run is an exciting 2-day adventure designed exclusively for dual sport motorcyclists. The LL Run is headquartered at the famous Loretta Lynn Ranch, and will take you through the heartland of the Volunteer State.

PRE-ENTRY FEE:

2-Day Rider:	\$65
1-Day Rider:	\$35
2-Day Passenger	\$40
1-Day Passenger	\$20

AWARDS: (Only 2-day participants eligible)

*Iron Butt*Silver Fox*Cool Dudds*Hard Luck*Sherlock Holmes*Sportsmanship*Poker Run:	Heads - Top 10 Hands Tails - Top 3 Hands
---	---

Each Rider will be assigned a Number based upon receipt of entry. You must use this number to Check-Out/Check-In each day. Confirmations will be sent 10 days before the event.

ACCOMMODATIONS:

Headquarters: Loretta Lynn's Ranch
(Camping Only) 615/296-7700
Best Western 615/296-4251
Days Inn 615/296-7647

DIRECTIONS:

70 miles West of Nashville on I-40,
Exit 143 to Rt 13 North, 7 miles.

REQUIREMENTS:

- You MUST have a valid operator's license.
- You MUST be an AMA Member. Membership applications available at the event.
- Your bike MUST have a current license plate, be street legal in the state of registration, and be equipped with a USFS-approved spark arrestor and muffler.
- All riders MUST be at least 16 years old (parental consent required for minors).
- We DO NOT provide medical insurance, & urge you NOT to operate a motorcycle without it.

SCHEDULE: Headquartered at Loretta Lynn's Ranch

Friday:	6-9 PM	Registration
Saturday:	7-8:30 AM	Registration
	8:30 AM	Mandatory Riders' Meeting
	9:00 AM	Check-Out
	6:00 PM	Last Check-In
	7:00 PM	CYCLE NEWS
		Catfish Fry & Live Country Music
Sunday:	7-8 AM	Registration
	8:00 AM	Mandatory Riders' Meeting
	8:30 AM	Check-Out
	3:00 PM	Last Check-In
	4:00 PM	Awards & Contingency Prizes



For More Info: 304/594-1157

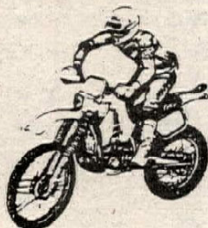


Loretta Lynn's

APRIL

1-2

CYCLE NEWS
DUAL LORETTA LYNN'S NATIONAL SPORT



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Results

P/W B-2: 1. Edward Herring (Yam); 2. David Carter (Yam); 3. Cory Kedenius (Yam); 4. Bryce Terzian (Suz).
P/W B-1: 1. Timmy Mc Daniel (Yam); 2. Andrew Yarnell (Yam).
P/W A: 1. Jared Tebo (Yam); 2. Michael Parker (KTM); 3. Aron Boy Tomota (PAX).
60 BEG: 1. Aron Tomota (Kaw); 2. Timmy Mc Daniel (Kaw).
60 (0-8): 1. Troy Tittlemier (Kaw); 2. Brett Mountain (Kaw).
60 (9-11): 1. Kit Kunath (Kaw); 2. Johnathan Newman (Kaw).
80 BEG: 1. Justin Rash (Yam); 2. D.J. Priputen (Yam); 3. John Grover (Yam); 4. Kit Kunath (Yam); 5. John Simanovich (Suz).
80 (7-11): 1. Shane Smith (Suz); 2. Donnie Durrer (Suz); 3. Blake Mitchell (Suz).
80 (12-13): 1. Chaz Smith (Yam); 2. Tyson Tittlemier (Suz).
80 (14-16): 1. Scott Priputen (Yam).
125 BEG: 1. James Newman (Kaw).
125 NOV: 1. Keny Terracciano (Hon); 2. Clint Van Eps (Kaw); 3. Wes Dell (Suz); 4. Brian McCormick (Suz); 5. Barney McCoy (Yam).
250 BEG: 1. Damon Podolivy (Yam); 2. Ron Gregg (Yam).
250 INT: 1. Robbie Dunham (Yam).
JR VET BEG: 1. Todd Ford (Kaw); 2. John Butler Jr. (Hon); 3. Ron Gregg (Yam).
JR VET NOV: 1. Mike Dunlap (Kaw); 2. Mike Licita (Suz).
JR VET INT: 1. Vonn Jones (Yam).
VET BEG: 1. Bill Graham (Suz); 2. Clay Friedman (Hon); 3. Tina Handelin (Yam).
VET NOV: 1. David Williams (Suz); 2. Mike Dunlap (Kaw); 3. John Pindard (Hon); 4. Mark Neal (Yam).
VET INT: 1. Vonn Jones (Yam); 2. James Coppedge (Yam); 3. Randy Anderson (Yam).
VET EX: 1. Rodney Morrison (Hon).
OTHG BEG: 1. Jeff Hess; 2. Skip Pulver; 3. Tim Mc Cue (Hon); 4. Tim Whisnant; 5. Bob Breach (Yam).
OTHG NOV: 1. Randy Dreyer; 2. Ray Brown; 3. John Curran; 4. Dan Bernardino; 5. Tim Kelly.
OTHG INT: 1. Ernie Kopasz (Yam); 2. Tim Rash (Kaw); 3. Marty Westerman (Kaw); 4. Dwayne Prickett (Hon); 5. John Rizzo (Hon).
OTHG EX: 1. Jim Hean (Hon); 2. Joe Crouch (Kaw); 3. David Fajardo (Hon); 4. Carlos Johnston (Yam); 5. Doug Yarnell (Yam).
O/T NOV: 1. Steven Alexander; 2. John Webb; 3. John Craft (Kaw); 4. Bob Klatt; 5. Larry Kirsch (Hon).
O/T AM: 1. Fred Kalmick (Kaw); 2. Bob Lucas (Kaw); 3. Hank Owen (Hon); 4. Chuck Rowe (Yam); 5. Charles Howell (Yam).
O/T EX: 1. George Spearing (Hon); 2. Bob Sherred; 3. John Chapman; 4. Wendell Beckwith; 5. Richard Bealer (Yam).
O/T MSTR: 1. Jerome Gibson (Hon); 2. Tom White (Kaw); 3. Ken Renaux (Hon); 4. Jack Kell (Hon); 5. Bob Dunham (Yam).

Morga motors at Clovis MX

By P.A. Johnson

CLOVIS, NM, JAN. 15

Shawn Morga scored an impressive double win in 125 and 250cc Pro action at the Clovis Sport-cycle Complex.

The Kawasaki-mounted Morga managed to turn back several challenges by Randy Chadbourne to top both classes. Chadbourne's best shot at stopping Morga's sweep came while exiting a tight left-hander early in the second 125cc moto. As Morga went wide, Chadbourne ducked underneath but was foiled when his KTM failed to hook up on the hard-packed Clovis circuit.

In the 250cc Novice division, Chris Coleman and Brian Vogler vied for the early lead in the first moto. Their wheel-to-wheel battle continued for two laps until Coleman tangled with Vogler in a high-speed whoop section, sending Coleman off the track. Jimmie Barlaan took advantage of Coleman's departure to move into second. Barlaan's charge for first ended abruptly as his front end washed out while braking for a tight left-hander at the end of the main straight. Robert Mahar suddenly found himself in possession of the runner-up position and stayed upright for a comfortable second-place finish.

Coleman got the holeshot in the second moto and held the lead for the wire-to-wire win. The action behind Coleman was intense as Mahar, Barlaan, and Vogler fought over the second position for four laps. At the checkered flag, Barlaan edged out Mahar and Vogler.

Mahar's consistent finishes were good enough for the overall win, with Coleman and Vogler rounding out the top three.

Results

250 PRO: 1. Shawn Morga (Kaw); 2. Randy Chadbourne (KTM); 3. Sam Morgan (Kaw); 4. Shane Williams (KTM); 5. Jon Ward (Yam).
250 AM: 1. Ryan Knoche (Kaw); 2. Andrew Kipp (Kaw); 3. Mike Coker (Hon); 4. Lou Gutowski (Kaw).
250 NOV: 1. Robert Mahar (Yam); 2. Chris Coleman (Hon); 3. Brian Vogler (Yam); 4. Jimmie Barlaan (Hon); 5. Ryan Goekler (Kaw).
250 BEG: 1. Chans Martin (Kaw); 2. Ivan Russell (Kaw); 3. Vince Quezada (Hon).
125 PRO: 1. Shawn Morga (Kaw); 2. Randy Chadbourne (KTM).
125 AM: 1. Nate Keyes (Suz); 2. Eric Breden (Yam); 3. Ryan Knoche (Kaw).
125 NOV: 1. Keith Zimheld (Yam); 2. Ryan Goekler (Kaw); 3. Jeremiah Dearing (Suz).
125 BEG: 1. Bo Moffitt (Suz); 2. Kirk McGee (Yam); 3. Dawnn McMiller (Yam); 4. Damon Gonzalez (Kaw).
30+: 1. Kevin Cardinal (Suz); 2. Tracy Womack (Suz); 3. Bob Vilandry (Kaw); 4. Paul Johnson (Suz).
40+: 1. Craig Heldt (Hon).
OPEN: 1. Clinton Beavers (Kaw); 2. Ron Trollinger (Hon); 3. Neil Kron (Yam).
80 A: 1. Danny Maldonado (Yam); 2. Jeremiah Dearing (Suz).
80 B: 1. Cody Cutrell (Yam); 2. Justin Jennings (Yam); 3. Derek Coker (Hon); 4. Sean Vilandry (Kaw).
80 BEG: 1. Chip Armstrong (Hon); 2. Ian Johnson (Yam).
60 B: 1. Sean Vilandry (Kaw); 2. Derek Coker (Kaw); 3. David Johnson (Kaw).
P/W: 1. Brandon Russell (KTM); 2. Justin Maldonado (Yam); 3. Leigh Martin (KTM).
VINT: 1. Roy Sizemore (CZ).
WMN: 1. Dawnn McMiller (Yam).

CALENDAR

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World Championship

Road Race Series

- 3/26/95 Eastern Creek, Australia, Rnd 1
- 4/9 Shah Alam, Malaysia, Rnd 2
- 4/23 Suzuka, Japan, Rnd 3
- 5/7 Jerez, Spain, Rnd 4
- 5/21 Nurburgring, Germany, Rnd 5
- 6/11 Mugello, Italy, Rnd 6
- 6/24 Assen, Netherlands, Rnd 7
- 7/9 Le Mans, France, Rnd 8
- 7/23 Donington Park, Eng., Rnd 9
- 8/6 Elkhart Lake, WI, U.S., Rnd 10
- 8/20 Brno, Czech Republic, Rnd 11
- 9/17 Rio de Janeiro, Brazil, Rnd 12
- 9/24 Buenos Aires, Argentina, Rnd 13
- 10/8 Catalunya, Spain, Rnd 14

World Championship

Superbike Road Race Series

- 5/7/95 Hockenheim, Germany, Rnd 1
- 5/21 Misano, Italy, Rnd 2
- 5/28 Donington Park, England, Rnd 3
- 6/18 Monza, Italy, Rnd 4
- 6/25 Albacete, Spain, Rnd 5
- 7/9 Salzburgring, Austria, Rnd 6
- 7/23 Laguna Seca, U.S., Rnd 7
- 8/6 Brands Hatch, England, Rnd 8
- 8/29 Sugo, Japan, Rnd 9
- 9/10 Assen, Holland, Rnd 10
- 10/15 Sentul, Indonesia, Rnd 11
- 10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series

- 4/2/95 Castiglione, Italy, Rnd 1
- 4/9 Bellguig, Spain, Rnd 2
- 4/30 Vila S. Cruz, Argentina, Rnd 3
- 5/14 Szczecin, Poland, Rnd 4
- 5/21 Norg, Holland, Rnd 5
- 5/28 Kaposvar, Hungary, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Jinin, Czech Republic, Rnd 8
- 7/2 Borgon Mag, San Marino, Rnd 9
- 7/8 Ifendic, France, Rnd 10
- 7/30 Pugeran, Indonesia, Rnd 11
- 8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series

- 3/26/95 Talavera, Spain, Rnd 1
- 4/9 Valkenswaard, Holland, Rnd 2
- 4/23 Payenne, Switzerland, Rnd 3
- 4/30 Maggiora, Italy, Rnd 4
- 5/21 Vanlaa, Finland, Rnd 5
- 5/28 Motala, Sweden, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Cork, Ireland, Rnd 8
- 7/16 Maracay, Venezuela, Rnd 9
- 7/30 Gdynia, Poland, Rnd 10
- 8/6 Reisersberg, Germany, Rnd 11
- 8/20 Suzuka, Japan, Rnd 12
- 9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series

- 4/2/95 Arganil, Portugal, Rnd 1
- 4/23 Sittendorf, Austria, Rnd 2
- 5/7 Wohlen, Switzerland, Rnd 3
- 5/21 Loket, Czech Republic, Rnd 4
- 5/28 Folkensange, Lxmbrg., Rnd 5
- 6/11 Cingoli, Italy, Rnd 6
- 6/18 St. Jean d'Ang, France, Rnd 7
- 7/2 Ballykelly, Ireland, Rnd 8
- 7/9 Hawkstone Park, England, Rnd 9
- 8/6 Namur, Belgium, Rnd 10
- 8/20 Rhenen, Holland, Rnd 11
- 8/27 Reutlingen, Germany, Rnd 12

World C'ship Enduro Series

- 4/2/95 Castellon, Spain, Rnd 1
- 4/9 Tomar, Portugal, Rnd 2
- 5/14 S. Severino Marche, Italy, Rnd 3
- 5/21 Prades De Salans, France, Rnd 4
- 6/11 Linkoping, Sweden, Rnd 5
- 6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series

- 4/9/95 Warken, Luxembourg, Rnd 1
- 4/16 Hawkstone Park, England, Rnd 2
- 4/23 Sugar Loaf Mt., Ireland, Rnd 3
- 5/14 Bilstain, Belgium, Rnd 4
- 5/26 Nowy Targ, Poland, Rnd 5
- 6/4 Terni, Italy, Rnd 6
- 6/18 Bilbao, Spain, Rnd 7
- 6/25 St. Michel-de-Maurienne, France, Rnd 8
- 7/16 La Rabassa, Andorra, Rnd 9
- 8/20 Helsinki, Finland, Rnd 10

World C'ship Individual

Speedway Series

- 5/20 Wroclaw, Poland
- 6/17 Wiener-Neustadt, Austria
- 7/8 Abensberg, Germany
- 8/12 Linkoping, Sweden
- 9/9 Vojens, Denmark
- 9/30 Coventry, England

World C'ship Ice Race Series

- 2/4-5 Berlin, Germany
- 2/18-19 Warsaw, Poland
- 3/11-12 Assen, Netherlands
- 3/18-19 Hamar, Norway
- * 2/25-26 Frankfurt, Germany
- * Final

Motocross des Nations

- 9/10/95 Sverepce, Czechoslovakia

Trials des Nations

- 9/24/95 Piesting, Austria

International Six Day Enduro

- 9/18-23/95 Jeleria Gora, Poland

AMA Grand Nat'l C'ship Series

- 3/11 Daytona Beach, FL, Rnd 1
- 4/1 Pomona, CA, Rnd 2
- 5/6 Harrington, DE, Rnd 3
- 5/13 *Henderson, KY, Rnd 4
- 5/28 Springfield, IL, Rnd 5
- 6/3 LaSalle, IL, Rnd 6
- 6/17 Dallas, TX, Rnd 7
- 6/24 Lima, OH, Rnd 8
- 7/2 Du Quoin, IL, Rnd 9
- 7/8 Lake Odessa, MI, Rnd 10
- 7/15 Hagerstown, MD, Rnd 11
- 7/22 Sedalia, MO, Rnd 12
- 7/29 Oklahoma City, OK, Rnd 13
- 8/6 Peoria, IL, Rnd 14
- 8/9 Rapid City, SD, Rnd 15
- 8/12 Denver, CO, Rnd 16
- 8/19 Indianapolis, IN, Rnd 17
- 8/27 Goshen, IN, Rnd 18
- 9/3 Springfield, IL, Rnd 19
- 9/9 Mechanicsburg, PA, Rnd 20
- 9/16 Rossburg, OH, Rnd 21
- 9/23 Knoxville, IA, Rnd 22
- 9/30 Sacramento, CA, Rnd 23
- 10/7 Pomona, CA, Rnd 24
- 10/15 Del Mar, CA, Rnd 25
- * Tentative

AMA Harley-Davidson 883

Dirt Track Series

- 4/1 Pomona, CA, Rnd 1
- 5/13 *Henderson, KY, Rnd 2
- 5/28 Springfield, IL, Rnd 3
- 6/3 LaSalle, IL, Rnd 4
- 6/17 Dallas, TX, Rnd 5
- 7/2 Du Quoin, IL, Rnd 6
- 7/8 Lake Odessa, MI, Rnd 7
- 7/15 Hagerstown, MD, Rnd 8
- 7/22 Sedalia, MO, Rnd 9
- 8/9 Rapid City, SD, Rnd 10
- 8/12 Denver, CO, Rnd 11
- 9/3 Springfield, IL, Rnd 12
- 9/9 Mechanicsburg, PA, Rnd 13
- 9/23 Knoxville, IA, Rnd 14
- 9/30 Sacramento, CA, Rnd 15
- 10/7 Pomona, CA, Rnd 16
- 10/15 Del Mar, CA, Rnd 17
- * Tentative

U.S. Supercross Series

- 2/4 Seattle, WA
- 2/11 San Diego, CA
- 2/25 Atlanta, GA
- 3/11 Daytona Beach, FL
- 3/18 Indianapolis, IN
- 3/25 Houston, TX
- 4/8 Pontiac, MI
- 4/22 Charlotte, NC
- 4/29 Irving, TX
- 5/20 Cleveland, OH
- 6/3 Denver, CO
- 6/10 Las Vegas, NV

AMA 125/250cc Nat'l

C'ship MX Series

- 3/5/95 Gainesville, FL
- 5/7 Sacramento, CA
- 5/28 Mt. Morris, PA
- 6/18 Budds Creek, MD
- 6/25 Southwick, MA
- 7/2 Buchanan, MI
- 7/16 Troy, OH
- 7/23 New Berlin, NY
- 7/30 Millville, MN
- 8/6 Washougal, WA
- 8/27 Binghamton, NY
- 9/3 Delmont, PA

AMA National Championship

Enduro Series

- 2/19 Coalinga, Rnd 1
- 2/26 Wickensburg, AZ, Rnd 2
- 3/19 Greensboro, GA, Rnd 3
- 4/2 Navarro, CA, Rnd 4
- 4/23 Forest Hill, LA, Rnd 5
- 5/7 Wellston, OH, Rnd 6
- 10/1 Turkey, TX, Rnd 7
- 10/15 Canton, IL, Rnd 8
- 10/29 Delaware City, DE, Rnd 9

AMA National Championship

Reliability Enduro Series

- 4/29-30 Crosbyton, TX, Rnd 1
- 5/27-28 McArthur, OH, Rnd 2
- 6/3-4 Idaho City, ID, Rnd 3
- 6/10-11 Tillamook, OR, Rnd 4
- 6/24-25 McMinnville, OR, Rnd 5

AMA National Championship

Hare Scrambles Series

- 2/12 Hollister, CA, Rnd 1
- 4/9 Hurricane Mills, TN, Rnd 2
- 5/14 Wilson, LA, Rnd 3
- 5/21 Roseburg, OR, Rnd 4

- 7/9 Kahoka, MO, Rnd 5
- 7/16 Speedville, NY, Rnd 6
- 10/8 Millfield, OH, Rnd 7
- 10/22 Lynnville, IN, Rnd 8
- 11/5 Kent, WA, Rnd 9

AMA National Championship

Hare & Hound Series

- 3/19 Murphy, ID, Rnd 2
- 4/8 Jericho, UT, Rnd 3
- 4/23 Lucerne, CA, Rnd 4
- 10/1 Reno, NV, Rnd 5
- 10/22 Johnson Valley, CA, Rnd 6

AMA Grand National Cross

Country Series

- 3/7 Ocala, FL
- 3/26 Charlotte, NC
- 4/9 Hurricane Mills, TN
- 4/30 Brownsville, PA
- 5/21 Boyers, PA
- 6/4 Cadiz, OH
- 6/18 Elizabeth, WV
- 8/27 Millfield, OH
- 9/17 Fairmont, WV
- 10/1 Harrisburg, PA
- 10/15 Mt. Morris, PA
- 10/29 Crawfordsville, IN
- Info 304/594-1157

AMA Championship Mid South

Winter Hare Scrambles Series

- 2/5 Centerville, TN
- 2/19 Lawrenceburg, TN
- 3/19 Cadiz, KY
- 4/2 Fordsville, KY
- 4/23 Mannington, KY
- Info 615/331-1475 or 615/859-0873

AMA Loretta Lynn

Qualifying Series

Northeast Region

- 3/25-26 Danville, VA
- 4/1-2 Budds Creek, MD
- 4/8-9 Wallkill, NY
- 4/15 Hanover, PA
- 4/22-23 Delmont, PA
- 5/6-7 Southwick, MA
- 5/13-14 Auburn, NY
- 6/3-4 Indiana, PA
- 6/17-18 Amateur Regional
- Armaugh, PA
- 6/24-25 Youth Regional
- S. Edmeston, NY

Southeast Region

- 3/19 Ocala, FL
- 4/25-26 Blountville, TN
- 4/1-2 Sanford, NC
- 4/29-30 Kingsport, TN
- 5/6-7 Roberta, GA
- 5/20-21 Christiana, TN
- 6/10-11 Amateur Regional
- Macon, GA
- 6/17-18 Youth Regional
- Reddick, FL

Southcentral Region

- 4/22 Tyler, TX
- 5/7 Albuquerque, NM
- 5/14 Rusk, TX
- TBA Natalia, TX
- 6/17-18 Amateur/Youth Regional
- Tyler, TX

Southern Ca. Region

- TBA Hollister, CA

Northwest Region

- TBA Clarks Branch, OR

Midwest Region

- 4/8-9 Mitchell, IN
- 4/15-16 Millfield, OH
- 4/22-23 Hortonville, IN
- 4/29-30 Bloomingdale, MI
- 4/29-30 Dover, OH
- 5/6-7 Sugar Grove, OH
- 5/13-14 Millington, MI
- 5/13-14 London, KY
- 6/17-18 Youth Regional
- Buchanan, MI
- 6/24-25 Amateur Regional
- N. Webster, IN

Northcentral Region

- 3/25-26 Kahoka, MO
- 4/1-2 Casey, IL
- 4/8-9 Lowes, KY
- 4/22-23 Hoopeston, IL
- 5/6-7 Lake Geneva, WI
- TBA Great Bend, KS
- 6/17-18 Amateur Regional
- Loves, KY
- 6/24-25 Youth Regional
- Hoopeston, IL

AMA Loretta Lynn Nationals

- 8/7-12 Hurricane Mills, TN
- Info 419/478-5386

C'ship Cup Pro-Am Series

Florida Region

- 2/4-5/95 Bloomingdale, GA
- 2/18-19 Palm Beach Gardens, FL
- 3/4-5 Daytona, FL
- 3/18-19 Palm Beach Gardens, FL



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- All Beginner Classes
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Sun., Feb. 12

Thurs., Feb. 16 &

Fri., Feb. 17

Sun., Feb. 19

Sun., Feb. 26

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L.A.C.R.



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Sun., Feb. 5 GFI South Winter Series-Rnd. 5 LACR
GFI North Winter Series-Rnd. 4 Sandhill
Thurs., Feb. 9 Practice Day Perris
Sun., Feb. 12 "Rain Date" GFI South
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EVENT CALENDAR

Sat., Feb. 4 MX Practice on National Track 8:00 till noon Vintage Track till 3:00pm
Sun., Feb. 5 National Track Closed. MX Practice on Vintage Track 8:00am till 3:00pm
Thurs., Feb. 9 MX Practice on National Track & Vintage Track 8:00am till dusk
Sat., Feb. 11 MX Practice on National Track 8:00am till noon on Vintage Track till 3:00pm
Sun., Feb. 12 MX Practice on National & Vintage Tracks 8:00am till 3:00pm
Thurs., Feb. 16 MX Practice on National Track & Vintage Track 8:00am till dusk
Sat., Feb. 18 MX Practice on National Track 8:00am till noon on Vintage Track till 3:00pm
Sun., Feb. 19 DCR Gran Prix - Gates Open 6:30am

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BLOCKBUSTER PAVILION
MX SERIES
FEB. 26TH & MARCH 26TH

MOTOCROSS PRACTICE INFO:
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4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region

4/1-2 Topeka, KS
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
* 10/21-22 Daytona, FL

Mid-West Region

4/1-2 Topeka, KS
4/15-16 Rockton, IL
4/22-23 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region

2/4-5 Bloomingdale, GA
3/4-5 Daytona, FL
4/8-9 Bloomingdale, GA
4/22-23 Talladega, AL
5/27-28 Bloomingdale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/23-24 Talladega, AL
* 10/21-22 Daytona, FL

Great Plains Region

4/1-2 Topeka, KS
4/15-16 Rockton, IL
5/13-14 Topeka, KS
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
* 10/21-22 Daytona, FL

Mid-Atlantic Region

2/4-5 Bloomingdale, GA
4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
* 10/21-22 Daytona, FL

Northeast Region

4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
* 10/21-22 Daytona, FL

Southwest Region

2/25-26 Las Vegas, NV
5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
* 10/21-22 Daytona, FL
12/2-3 Chandler, AZ
* Race of Champions

* WERA Regional C'ship Series

Mid-Atlantic Region
4/8-9 Summit Point, WV
4/22-23 Rockingham, NC
TBA Garretttsville, OH
7/8-9 Garretttsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garretttsville, OH
10/7-8 Summit Point, WV

Southeast Region

2/25-26 Talladega, AL
3/18-19 Faulkville, GA
4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL

7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region

4/1-2 Clermont, IN
4/8-9 Grattan, MI
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region

2/25-26 Talladega, AL
3/25-26 Talladega, AL
4/1-2 Clermont, IN
4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region

2/18 Monterrey, Mexico
3/18-19 College Station, TX
4/8-9 Henderson, TX
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 College Station, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Henderson, TX
9/16-17 Hallett, OK
10/7-8 College Station, TX

Southwest Region

2/5 Las Vegas, NV
3/5 Las Vegas, NV
4/2 Las Vegas, NV
TBA Las Vegas, NV
Info: 803/681-9372
* Tentative

* WERA Grand National Final

10-11/15 Braselton, GA
Info: 803/681-9372
* Tentative

* WERA Nat'l Challenge Series

5/19-21 Braselton, GA, Rnd 1
5/26-28 Summit Point, WV, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/7-9 Mt. Meridian, IN, Rnd 4
7/20-23 Clermont, IN, Rnd 5
8/5-6 College Station, TX, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 TBA, Rnd 9
10/11-16 Final, Braselton, GA
Info: 803/681-9372
* Tentative

* WERA Formula USA Series

4/14-16 Rosamond, CA, Rnd 1
5/19-21 Braselton, GA, Rnd 2
6/23-25 Grattan, MI, Rnd 3
7/21-23 TBA, Rnd 4
8/25-27 Portland, OR, Rnd 5
Info: 803/681-9372
* Tentative

* WERA Nat'l Vintage Series

3/18 Faulkville, GA, Rnd 1
3/19 College Station, TX, Rnd 2
4/1 Clermont, IN, Rnd 3
4/8 Summit Point, WV, Rnd 4
4/9 Henderson, TX, Rnd 5
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
TBA Garretttsville, OH, Rnd 8
6/4 Hallett, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garretttsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garretttsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/7 Summit Point, WV, Rnd 25
10/8 College Station, TX, Rnd 26
10/10-11 Final, Braselton, GA
Info: 803/681-9372
* Tentative

AHRMA Historic Cup Series

3/2-3 Pooler, GA
3/6-7 Daytona Beach, FL
4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL
6/23-25 Mt. Meridian, IN

7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/

BEARS Series

4/2-3 Pooler, GA
4/6-7 Daytona, FL
4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron

National MX Series

3/4 Ocala, FL
4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine

Dirt Track Series

3/2 Savannah, GA
3/5 Daytona Beach, FL
3/19 Odessa, MI
5/19 Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/26 Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine

Trials Series

3/9 Ocala, FL
4/22 Brentwood, CA
4/30 Collins, MO
5/21 Grattan, MI
7/2 Peoria, IL
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

ARHMA Vintage Enduro Series

3/19 White Rock, AR
4/9 Oklahoma City, OK
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/842-9699

SETRA C'ship Enduro Series

2/26 Greensboro, GA
3/5 Pelion, SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare

Scrambles Series

2/5 Willington, SC
2/12 Cochran, GA
3/19 Buena Vista, NC
5/6 Charlotte, NC
Info 706/468-1328

EEA Eastern Championship

Enduro Series

3/26 Lenior, NC
5/7 Perkinson, MS
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

New York State C'ship Hare

Scrambles Series

5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parkville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY

9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

NMRA Drag Race Series

2/25 Phoenix, AZ
3/19 Palmdale, CA
4/8 Bakersfield, CA
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series

4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off Road Desert Series

2/3-5/95 Gran Carrera de Mexicali
Mexicali, B.C., Mex.
5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series

3/3-4 Mexicali G.P.
Mexicali, B.C., Mex.
4/7-8 San Luis Rio Colorado G.P.
San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

No. Calif. Mini Road Racing Assoc. Series

3/4-5 Sacramento, CA
4/8-9 Sacramento, CA
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series

2/12 Lake Perris, CA
3/12 Lake Perris, CA
3/25-26 Phoenix, AZ
4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

SRAC State C'ship Series

2/19 Pueblo, CO
3/5 Colorado Spring, CO
3/12 Grand Junction, CO
3/19 Pueblo, CO
3/26 Aurora, CO
4/2 Pueblo, CO
4/9 Aurora, CO
4/16 Colorado Springs, CO
4/23 Colorado Springs, CO
4/30 Berthoud, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthoud, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthoud, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

New England Trials Association Series

4/2 Exeter, RI
5/7 Meriden, CT

6/25 Meriden, CT
7/16 Wrentham, MA
7/23 Exeter, RI
8/5 Ossipee, NH
8/6 Ossipee, NH
9/17 Wrentham, MA
10/1 Chepachet, RI
10/15 Exeter, RI
Info 203/889-5327

Florida Trials Assoc.

Championship Series

2/5 Hemando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hemando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship

Hare Scrambles Series

2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship

Enduro Series

3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

NMA World Mini Grand Prix

4/21-23 Las Vegas, NV
Info 909/657-6782

NMA Grand National

Championships
8/1-5 Ponca City, OK
Info 909/657-6782

MTEG Ultracross Series

2/25 San Diego, CA
3/18 Seattle, WA
4/1 Albuquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA Fall Classic MX Series

9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Nat'l Arenacross Series

2/10-12 Milwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA Mega Series

3/11-12 Blountville, TN
3/26 Blountville, TN
4/2 Macon, GA
4/16 Kingsport, TN
4/30 Wytheville, VA
5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA No. California Cross Country Series

2/12 Hollister, CA
2/19 Fernley, NV
2/26 Auburn, CA
3/12 Livermore, CA
3/19 Reno, NV
3/26 Clearlake, CA
4/2 Susanville, CA
4/9 Redding, CA
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro Championship Series

2/19 Coalinga, CA
4/2 Navarro, CA
4/23 Lakeport, CA
4/30 Yearington, INV
5/7 Georgetown, CA
5/21 Ballinger Canyon, CA
10/15 Redding, CA
10/22 Stonyford, CA

10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7404

AMA No. California Family

Enduro Series

3/12 Hollister, CA
4/9 Foresthill, CA
5/7 Georgetown, CA
5/14 Grizzly Flats, CA
5/20 Foresthill, CA
6/4 Lony Barn, CA
11/11 Foresthill, CA
Info 415/726-5955

MRAN Off-Road C'ship Series

2/12 Moapa, NV
3/12 Pahump, NV
4/23 Alamo, MV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

WSMC Road Race Series

2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

Motor Sports of America Short

Track Championship Series

2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA Dual Sport

Trail Ride Series

4/1-2 Hurricane Mills, TN
4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 Los Angeles, CA

AMA/District 37 Dual Sport

Ride Series

2/12 San Luis Obispo, CA
2/18-19 Las Vegas, NV
3/4-5 Temecula, CA
3/19 Colton, CA
4/1-2 Newhall, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
5/6-7 Borrego Springs, CA
5/21 San Bernardino, CA
6/10-11 Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Herperia or Lucerne Valley, CA
11/10-11 LA-Bartow-Las Vegas,
11/19 Riverside, CA
12/10 Filmore, CA
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series

4/1-2 Hurricane Hills, TN
5/6-7 Renfrew, Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

CMC Golden State MX Nat'l's

Southern Series

2/5 Ramona, CA
2/19 Palmdale, CA

Northern Series

2/12 Carson City, NV
2/26 Sacramento, CA

Pacific Northwest Series

2/12 Salem, OR

SUPERCROSS TICKETS

February 11
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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Southwestern Series
2/5 Phoenix, AZ
2/19 Tucson, AZ
Final Showdown
3/4-5 Adelanto, CA
Info 619/246-7262

GFI Winter Series
Southern Series
2/5 Palmdale, CA
Info 909/943-3302
Northern Series
2/5 Brentwood, CA
2/19 Hollister, CA
Showdown Final
2/26 Perris, CA
Info 209/673-8080

FEBRUARY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

* DENOTES PRO PAYBACK

Wed, Feb 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 3-5

* MICHIGAN ARENACROSS - AMA/Mike Kidd Promo. ~~CANCELED~~ across, Fairgrounds, Detroit. Info: 817/626-7297.

Feb 4-5

* CALIFORNIA GRAND PRIX - Desert Vipers/D-37, 15th Annual Adelanto Grand Prix, Adelanto. Info: 714/779-5313.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/Treasure Coast Trail Riders, Ft. Pierce. Info: 407/567-9403.

KENTUCKY INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Broadbent Arena, Louisville. Info: 614/594-6686.

* NEW YORK ARENACROSS - AMA/Delray Enterprises, Inc., New Hope Farms Arena, Huguenot. Info: 914/427-2248.

* NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Sat, Feb 4

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

KENTUCKY MOTOCROSS - Gerry Yeiser/BGMX, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

* UTAH MOTOCROSS - St. George Motorcycle Club, St. George Raceway, St. George. Info: 801/673-2444.

Sun, Feb 5

* ARIZONA MOTOCROSS - CMX/AMA, The Saguaro - Rnd 2, Canyon Raceway, Peoria. Info: 602/258-RACE.

CALIFORNIA BENEFIT TRAIL RIDE - Friends of Charles Halcumb Benefit trail ride, Clear Creek/Oak Slope Campgrounds, Coalinga. Info: 415/965-9732.

* CALIFORNIA MOTOCROSS - CRC, Golden State Nationals/South - Rnd 3, Barona Oaks Raceway, Ramona. Info: 619/246-7262.

CALIFORNIA MARATHON - 1/2 mi. scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

* CALIFORNIA MOTOCROSS - GFI Racing, Winter Series/South - Rnd 5, L.A. County Raceway, Palmdale. Info: 909/943-3302.

* CALIFORNIA MARATHON - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

* FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376 or 845-2076.

* GEORGIA MOTOCROSS - AHRMA, Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

* GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

ILLINOIS SHOW - J&P Promotions, 14th Annual M/C Parts & Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* MARYLAND MOTOCROSS & HARE SCRAMBLE - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.

MINNESOTA ICE RACE - DTRA, Centerville Lake, Centerville. Info: 612/571-9965.

* NEW YORK ICE RACE - AMA/Dist 34/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

* NEW YORK ICE RACE - Empire State Riders Assn., Saranac Lake. Info: 518/483-3423 or 518/483-0162.

NORTH CAROLINA MOTOCROSS - Carolina Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.

OHIO HARE SCRAMBLE - R&K Promotions, Tri-County 4-wheelers grounds, Lisbon. Info: 216/386-7353.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA HARE SCRAMBLE - SE&TRA, Long Cane Hare Scrambles, Willington. Info: 706/468-1328.

TENNESSEE MOTOCROSS - Dallas Ricker, Winter Series, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TEXAS SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza & Super Series Bike Show, AstroArena Complex, Houston. Info: 319/462-6011.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Lake Whitney Cycle Ranch, Whitney. Info: 817/282-0408.

TEXAS SHOW/SWAP MEET - 4th Annual Motorcycle Expo Show, Swap Meet, Waco Convention Center, Waco. Info: 214/216-5520.

Wed, Feb 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 10-12

* WISCONSIN ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross, Mecca Center, Milwaukee. Info: 817/626-7297.

Feb 11-12

CALIFORNIA EUROPEAN/HARE SCRAMBLE - AMA/Dist. 37/4-Ace's M/C, Two day event; Sat-European/Sun-Hare, Red Mountain, Ridgecrest. Info: 818/348-5286.

* NEW YORK ARENACROSS - AMA/Delray Enterprises, Inc., New Hope Farms Arena, Huguenot. Info: 914/427-2248.

Sat, Feb 11

CALIFORNIA SHORT TRACK - Barn Burner Series, Indoor short track/mini bike races, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

* CALIFORNIA ARENACROSS - USA Arenacross, Final Race - Championship

event, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

* CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 1, The King of Road, Superstition BLM Open Area, El Centro. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over the Hill Gang, no membership required, Sunrise Cycle Park, Adelanto. Info: 310/864-6875.

* CALIFORNIA SUPERCROSS - AMA/Mickey Thompson Entertainment Group, U.S. Super Series, Jack Murphy Stadium, San Diego. Info: 714/254-3001.

* CANADA ARENACROSS - CMA/Future Fairgrounds, Abbotsford, British Columbia. Info: 604/794-3824.

* IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 289-2140.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

KENTUCKY MOTOCROSS - Gerry Yeiser/BGMX, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

* WISCONSIN ICE RACE - AMA/SST, Lake Koshkonong, Fort Atkinson. Info: 414/353-5920.

Sun, Feb 12

* ARIZONA MOTOCROSS - CMX/AMA, The Saguaro - Rnd 3, Canyon Raceway, Peoria. Info: 602/258-RACE.

CALIFORNIA POKER RUN - AMA/Sonoma County Sports Cycle Assn., Cow Mountain Rec. area, Ukiah. Info: 707/545-9725.

CALIFORNIA MOTOCROSS - CRC, Castaic Lake MX, Castaic. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals/North - Rnd 3, Silverstate Raceway, Carson City. Info: 702/267-4392.

CALIFORNIA HARE SCRAMBLES - AMA/P&J Promotions, Nat'l Series, Hollister. Info: 408/249-4336.

* CALIFORNIA MOTOCROSS - Greg Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Sandhill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA DUAL SPORT - Cal Poly Penquins/D-37, "Hi-Mountain", Cal Poly S.L.O. Lot H1, San Luis Obispo. Info: 805/542-0659.

COLORADO ADVENTURE - BMW of Denver, Elephant Ride, Grant. Info: 303/936-2317.

GEORGIA HARE SCRAMBLE - SE&TRA, Ponder Pines Hare Scrambles, Cochran. Info: 706/468-1328.

* KANSAS HARE SCRAMBLES - K.O.R.R., Rockin Bar Ranch, Newton. Info: 316/636-5113.

* MASSACHUSETTS ICE RACE - GJM Promotions/Hamilton Rod/Gun Club, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - AMA/D-14/Polka Dots M/C, Algdwin Co. Ice Carnival Grounds, Albright Shores. Info: 517/835-9355.

MINNESOTA ICE RACE - DTRA, Sano Shore Lake, Bethel. Info: 612/571-9965.

NEVADA HARE SCRAMBLES - Motorcycle Racing Association of Nevada/Gambler's M/C, Moapa. Info: 702/565-2240.

* NEW YORK ICE RACE - AMA/Dist 34/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.

* NEW YORK ICE RACE - Empire State Riders Assn., Plattsburg. Info: 518/483-3423 or 518/483-0162.

OKLAHOMA MOTOCROSS - RBH, Inc.,

Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

* OREGON MOTOCROSS - CMC, Golden State Nationals/Pacific Northwest - Rnd 2, Salem Arenacross, Salem. Info: 503/928-4474.

TENNESSEE MOTOCROSS - Dallas Ricker, Winter Series, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

* TEXAS MOTOCROSS - A&S Racing, North East Texas, Bonham. Info: 903/583-7268.

WISCONSIN SHOW - J&P Promotions, 13th Annual M/C Parts Extravaganza & Super Series Bike Show, Mecca Center-Great Hall, Milwaukee. Info: 319/462-6011.

WISCONSIN SWAP MEET - Civic Center, Eau Claire. Info: 715/834-8389.

Wed, Feb 15

CALIFORNIA SHORT TRACK - Barn Burner Series, Indoor short track/mini bike races, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 17-19

* OHIO ARENACROSS - AMA National Arenacross Series/Mike Kidd Promotions, Riverfront Coliseum, Cincinnati. Info: 817/626-7297.

* PENNSYLVANIA ARENACROSS, FLAT TRACK & SHOW - AMA/Motorama/Trail-Way, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056.

Fri, Feb 17

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

Feb 18-19

* CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/Southwest Florida Trail Riders, Ft. Myers. Info: 813/629-2379.

NEVADA DUAL SPORT - AMA/D-37/Tour N' Trail Promotions, Wild West 250, Las Vegas. Info: 818/890-2209.

OREGON CROSS COUNTRY/TEAM RACE - AMA/Lobos Motorcycle Club, Bend. Info: 503/829-6139.

PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter Trail Way Speedway, Hanover. Info: 717/359-4310.

Sat, Feb 18

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CANADA ARENACROSS - CMA, AgriFair Arena, Abbotsford, British Columbia. Info: 604/794-3824.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair Building, Caldwell. Info: 208/384-5512.

* OHIO MOTOCROSS - AMA/American Motorsports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Feb 19

* ARIZONA MOTOCROSS - CMX/AMA, The Saguaro - Rnd 3, Canyon Raceway, Peoria. Info: 602/258-RACE.

ARIZONA MOTOCROSS - AHRMA, CalZona Winter Series - Rnd 4, Thrasherland, Phoenix. Info: 602/966-0101.

CALIFORNIA MARATHON - 1/2 mi. scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA ENDURO - AMA/Salinas Ramblers M/C, Nat'l Series - Rnd 1, Coalinga. Info: 408/758-2333.

* CALIFORNIA MOTOCROSS - GFI Racing, Winter Series - Rnd 5, Hollister Hills, Hollister. Info: 909/943-3302 or 209/673-8080.

CALIFORNIA MOTOCROSS - CMC/CRC, Golden State Nationals South - Rnd 4 (CRC membership honored), L.A. County Raceway, Palmdale. Info: 805/272-8889 or 619/246-7262.

* CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

CANADA ICE RACE - Iceman, Quarry Oaks, Winnipeg, Manitoba. Info: 204/878-9350.

* FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Hilliard. Info: 904/268-2376 or 845-2076.

* GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

* GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

* GEORGIA MOTOCROSS - Hidden Canyon Raceway, Buena Vista. Info: 800/531-0677.

* KANSAS HARE SCRAMBLES - Wichita Jeep's Motorcycle Club, 6 hr. team, W.J.M.C. grounds, Wichita. Info: 316/772-0107 or 772-5364.

* MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MINNESOTA ICE RACE - DTRA, Ruck Lake, Martins Resort, Rush City. Info: 612/571-9965.

* NEW YORK ICE RACE - AMA/Dist 34/Tri State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

* NEW YORK ICE RACE - Empire State Riders Assn., Rouses Point. Info: 518/483-3423 or 518/483-0162.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE MOTOCROSS - Dallas Ricker, Winter Series, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TENNESSEE POKER RUN - Dallas Ricker, Northeast Tennessee Raceway, Dallas Ricker Complex, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - AHRMA Southwestern Region Spring Championship Series, Euless. Info: 713/361-2936 or 713/497-3366.

Wed, Feb 22

CALIFORNIA DRAG RACE - NHRA, Street Machines, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Feb 24-26

* COLORADO ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Denver Coliseum, Denver. Info: 817/626-7297.

* OHIO SUPERCROSS - CRA, Summit Co. Fairgrounds, Akron. Info: 216/948-1478 or 769-2713.

Fri, Feb 24

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Feb 25-26

* CALIFORNIA SHORT TRACK - AMA/Dist. 36/Concrete Short Track/Generic Racing, Glenn Co. Fairgrounds, Commercial-Ag. Building, Orland. Info: 916/873-0834.

Sat, Feb 25

ARIZONA DRAG RACE - NMRA/TRAC Dynamics, 4th Annual Winter Challenge, Firebird International Raceway, Phoenix. Info: 818/367-4117.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA OFF-ROAD - MTEG, Ultracross Series, Jack Murphy Stadium, San Diego. Info: 714/254-3001.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

Sun, Feb 26

ARIZONA ENDURO - AMA/Arizona Trail Riders Assoc., Nat'l Series - Rnd 2, Wickenburg. Info: 602/996-3801.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): (_____) _____

Your name: _____

WANT ADS

HELP WANTED

Sales & Marketing Manager

DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Make Big Money Year Round

Big 4 franchise, watercraft, ATVs. Openings for salespeople, parts, service management technicians. Multi-locations, 25 years in the industry. Join our team. Contact Patty (614) 871-3711 or Fax resume to (614) 681-4079. OH. (301-06)

Wanted M-X Instructors Nationwide

The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

Experienced Mechanic

Honda Yamaha Suzuki dealership in s.w. Florida. Year round work, \$30,000+ for top notch tech. Fax resume (813) 337-4488 or call Al, Ft. Myers Cycle (813) 334-7802. FL. (303-06)

Parts Manager

Los Angeles area multi-line (including Honda) m/c and watercraft dealer needs talented parts manager. Very competitive pay package. Great environment. Must have experience. Division CC, P.O. Box 498, Long Beach, CA 90801-0498. (303-06)

Parts & Service People

Looking for motivated people with winning attitude. We have Suzuki, Kawasaki, Polaris, Sea-Doo and KTM. Positions in parts, service and sales in Bend, OR. Experience a plus. (503) 389-0088. OR. (204-06)

Aftermarket Accessories Specialist

Street, dirt, ATV, watercraft. Due to recent expansion, Competition Accessories has positions available in its aftermarket accessory department selling accessories and parts to our retail customers. We offer hourly plus commission, employee discounts, paid vacations and holidays, as well as many week-ends off. No stock or inventory work, just doing what you do best, selling parts and accessories. Send resume, letter of application or apply in person at Competition Accessories, Honda-Yamaha-BMW, 345 W. Leffels Lane, Springfield, Ohio 45506. Attn: Phil. OH. (204-05)

M/C & Sea-Doo Parts Counter

High volume multi-line dealer looking for an experienced person with great sales ability and attitude. Computer experience a plus. If this sounds like you, please fax us a resume at (818) 766-9397 or stop by at Honda/BMW/Sea-Doo of North Hollywood, 5626 Tujunga Ave., North Hollywood, CA 91601. CA. (202-05)

MOTORCYCLE DEALER FULL line Kawasaki 40 miles from San Francisco, 7,000 square feet, low rent for sale. (707) 257-8781. CA. (304-05)

EXPERIENCED SALES REP. openings in most major metropolitan areas. Top quality hard parts, replacement items and shop equipment. Send resume to: Kelly Bowers, K&L Supply Company, 1040 Richard Avenue, Santa Clara, CA 95050. (800) 727-6767. CA. (304-05)

Instructors

Additional instructors needed at American Motorcycle Institute in Daytona Beach. Contact James Watts (800) 874-0645 or (904) 255-0295. FL. (204-07)

HONDA POSITIONS available. We have moved Town & Country Suzuki to Buena Park Honda and need an experienced Honda mechanic, Honda parts person and Honda/Suzuki sales person. Contact Tom Watkins. (714) 521-3642. CA. (204-05)

Set-Up/PDI Mechanic - Tampa

Experience helpful or MMI graduate. Must have tools. Immediate opening. Send or fax application/resume to: Honda Suzuki Kawasaki West, 13521 N. Florida Ave., Tampa, FL 33613. Fax (813) 968-8448, tel (813) 968-7888. FL. (204-05)

Product Development Technician

Maintain existing product lines and develop new products for off-road and MX. Manufacturing exp. required. Send resume to: Personnel, Answer Products, 27460 Avenue Scott, Valencia, CA 91355. CA. (204-05)

Service Technician

Needed Kawasaki Suzuki Polaris dealership Montgomery Alabama clean air conditioned work place in exchange for dependable neat good attitude. Wages based on experience. Call (800) 821-3144, ask for Linda or fax resume (205) 271-5679. Year round employment. Insurance available. AL. (304-05)

Motorcycle Mechanic

3 years Japanese dealership experience required. Top commission plus minimum guaranteed plus insurance, holidays, vacations, and profit sharing plan. Great on and off road riding in the beautiful mountains of North Carolina. Call Mr. Rudd at: (704) 253-5648. M.R. Honda, Kawasaki, Yamaha. NC. (204-07)

WATERCRAFT TECHNICIAN; experience, own tools required. Excellent pay. Call John. (904) 244-3394. FL. (204-05)

★★Company Expansion★★

Northeast manufacturer/Distributor in search of star performers in purchasing, customer service, inside/outside sales, and warehouse/operations. Positive-enthusiastic attitude and outgoing personality a must! Industry experience is helpful but not required-sky's the limit for the right individuals. Mail or fax resume/salary history to: Positions, P.O. Box 340, Glenmont, NY 12077, (518) 449-1694. NY. (304-05)

Race Tech Needs Salesperson

Must be a self starter and highly motivated. (909) 594-7755. CA. (204-05)

HONDA SERVICE TECHNICIAN needed. Established dealership, east central WI. Need individual with minimum 2 years experience or Honda Motorcycles. Year round employment. Contact Scott (414) 734-3363. WI. (305-06)

Service Technician

Needed qualified Japanese street service technician with strong electrical. Very, very busy facility. Steve's; Mesa, Arizona. Fax resume (602) 962-8607 or call (602) 964-4754. AZ. (305-07)

Motorcycle Mechanic

Motorcycle mechanic experienced all brands. San Diego dealer seeks mechanic. No engine work, just accident repair. Great working condition, good pay, no weekends, full time immediate opening, no slow times, always busy year round. Call today, we need help now! (619) 448-8167. CA. (305-07)

Technicians

Well established Suzuki, Yamaha, Polaris, and Sea-Doo dealership needs experienced technicians for motorcycle, ATV, snowmobiles and watercraft. Two full-time mechanics needed. Experience and references required for all positions. Pay D.O.E. Send resumes to 2685 Kietzke Lane, Reno, Nevada 89502 or fax to (702) 825-8666. NV. (205-08)

Experienced Parts Person

Need experienced motorcycle and watercraft parts person. Pay D.O.E. Mail resume to 2685 Kietzke Lane, Reno, NV 89502. Or fax to (702) 825-8666. NV. (205-08)

Service Manager

Large fast paced multiple franchise dealer in Washington D.C. area needs an aggressive service manager. Experience required, excellent pay and benefits. Relocation and housing assistance available. Coleman Powersports (703) 237-3400. Mr. Coleman. VA. (105-06)

Experienced Accessory Salesman

World's largest sport vehicle dealer has full time position with great earning potential for motivated individual. Sell aftermarket accessories for motorcycles and personal watercraft. Excellent benefits and pay. Relocation assistance available. Coleman Powersports (703) 237-3400, (800) 888-3619. North Virginia (10 miles outside D.C.) VA. (105-07)

Roadrace Technician

Moto Liberty Racing is seeking a qualified roadrace technician to join our championship winning team. Two stroke and four stroke experience a plus. Mail or fax resume to 1740 South I-35, Suite 116, Carrollton, Texas 75006. Fax (214) 466-0065. TX. (205-06)

Service Manager Experienced Mechanic

Orange County Suzuki #1 retail motorcycle dealer in the USA have two key positions open for pros, service manager & technician with excellent track records. Call Vic (714) 646-2428 and fax resume (714) 645-3251. CA. (205)

Looking for the Best

Top notch mechanic needed. Highest pay, possible relocation. Good Times Kawasaki, Suzuki. (916) 344-2141. CA. (205-06)

SALESPERSON WANTED! Experience desirable. Call Dick Allen Yamaha, Honda, Kawasaki. (805) 259-8460. CA. (205-06)

SERVICE MANAGER WANTED! Must have experience. Call Dick Allen Yamaha, Honda, Kawasaki. (805) 259-8460. CA. (205-06)

Business is Booming

Daytona Fun Machines Honda, Kawasaki, Yamaha, Sea-Doo, Florida's premiere dealership needs immediately experienced watercraft/motorcycle technicians and salesman. Full time employment and excellent pay & benefits package, if your the best, join our team. Resumes: 450 Ridgewood Ave., Holly Hill, FL 32117 or Fax (904) 253-6796. FL. (205-06)

Order Desk Positions Available

White Brothers is seeking individuals to join our Inside Sales Team. We are expanding our staff to better serve our customers and we need you. Applicant will be responsible for assisting with incoming phone calls, entering orders and customer service. Send resume to: 24845 Corbit Place, Yorba Linda, CA 92687, Attn: Donnie Luce (No phone calls) CA. (205-06)

Watercraft Parts Manager

Full line Honda/Kawasaki dealership in central Calif. Good pay/benefits, send resume to: Honda-Kawasaki of Modesto, 1030 9th St., Modesto, Calif. 95354. CA. (205-07)

★★★★Work With The Pro's★★★★

Manchester Honda, New England's largest award winning Honda dealer has career opportunities for Factory Technicians, Parts Professionals, and Sales Leaders. We offer excellent working conditions in a progressive environment, with the belief that people are our number one resource. Send resumes to: Manchester Honda, attn: Bert, 30 Adams St., Manchester, CT 06040 or fax (203) 645-3129. CT. (305)

Harley-Davidson Technician Needed

Immediate opening for experienced Harley mechanic. Call Buddy Stubbs at (602) 971-3400 or send resume to: Arizona Harley-Davidson, 13401 North Cave Creek Road, Phoenix, AZ 85022. AZ. (305-10)

Technician Needed

30 year Honda dealership seeks technician. Minimum five years dealership experience. Year round riding and work. Call Mark (803) 252-3381 or send resume to: 3620 River Drive, Columbia, SC 29201. SC. (305)

Honda Sea-Doo of Eugene

Sea-Doo expansion! We need key people. Technicians, sales, parts. If you're knowledgeable and reliable, and have a good attitude, we need you! Call (503) 302-9000 or mail resume to 1445 Vera Dr., Springfield, OR 97477. OR. (303-05/EOI)

Colorado Technicians

Colorado #one Honda, Sea-DOO service facility adding three technicians, excellent working conditions, benefits. Dealership experience required. Lakewood Honda. (303) 232-7576. CO. (301-05/EOI)

POSITION WANTED

AMA District 37 Member

Thirteen years research development and assembly of radar systems for General Motors Hughes Electronics. Excellent work record. Have written and published motocross book. Easy going, work well with others. Very adaptable. Excellent references. All jobs considered. 37 years old, physically fit, able to lift heavy objects. DMV excellent. L.A., Riverside, Orange County, CA. Ron (714) 894-0576. CA. (105)

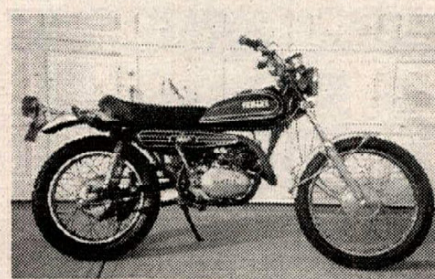
BUSINESS OPPORTUNITIES

LET THE GOVERNMENT finance your cycle-related small business. Grants/loans to \$500,000. Free recorded message (707) 448-0270. (KB7) CA. (105)

COLLECTORS

Wanted: 1972 RT2 MX Yamaha

Complete motorcycle or engine, and parts. Serious replies only. Cash waiting. Kevin. (310) 218-0930. CA. (348-09/C)



1973 Yamaha DT3-250 Nduro

Dark green, excellent, same original condition as in '73! Licensed, new tires, plus extras! \$900. (314) 846-1885. MO. (105/C/P)

Wanted Pre-'70 Honda/Kaw/Yam/Etc.

Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph and other unique motorcycles wanted. Early '70s and project bikes also considered. (714) 843-0235. CA. (348-07/C)

Collection

1968 Trackmaster Triumph short rod 750 with ARD, Connelly cams, in storage from 1977, very clean, \$3,500. 1977 Honda MT125R4 roadracer, raced in Asia and Canada, many advanced mods, show quality, \$3,500 with spares, \$2,500 without. Factory Montesa roadracer 1964. Documented history Spanish and Italian championships. Serial #01, perfect condition. 1966 Triumph MX. Call (206) 376-2431. WA. (302-05/C)

Wanted 1973-1975 Kawasaki Z1 900

Please call. 1(800) 833-3778. CA. (202-TFN/C)

1970 XR750 Harley Wanted

Complete or parts. (617) 245-4219. MA. (302-08/C)

1974-5 HONDA CR125 parts, good prices. Also old Husky parts (203) 572-7252. CT. (304-05/C)

Bates Leathers New Old, SK

Classic racing leathers, one piece and two piece jackets and pants mostly black. Some 2 tone all sizes at half price. Frank, days (818) 506-4022. CA. (304-05/C)

'70 Triumph 650 Bonneville

Showroom condition, \$3,800. (204) 275-2741. CAN. (104-05/C)

Divore Must Liquidate

1969 CR250, 1972 CR250, 1973 CR250, 1978 CR390 Husqvarna plus spare parts purchased dealership with '71-'74 stock \$2,500 for everything or will piece mill. (713) 364-1433. TX. (304-06/C)

'58 TRIUMPH Speed Twin pre unit runs \$1,600/obo. '69 Lambretta excellent condition \$1,700/obo. (916) 222-5253. CA. (304-05/C)

Harley-Davidson Roadracer

Rare RR250, perfect condition, ridden once. 916, ZF750 roadraces considered. Bill Himmelsbach (215) 536-9518. PA. (104-05/C)

1959 TRIUMPH BONNEVILLE, mostly original matching numbers runs titled. \$3,200/obo. (818) 884-9330. CA. (304-05/C)

Kawasaki Factory A1-R

Rolling chassis, pipes and tach \$2,300. A-1 road-racer complete with four L.S. front brake for AHRMA 350cc G.P. class \$1,850. Also many A-1/A-7 N.O.S. parts available. (602) 544-2512. AZ. (304-05/C)

BULTACO PARTS. New stock arriving all the time. Call me with your needs. Lynn Mobley, Mon-Sat. (702) 267-2103. NV. (304-13/C)

'74 NORTON 850 ROADSTER; \$3,200. '73 BMW R60/5 black toaster tank; \$2,200. '70 Husky 400 MH; \$1,600. '70 Puch 125 enduro; \$800. All in excellent original unrestored condition. Offers welcome. (503) 773-9590. OR. (304-05/C)

TZ-350 6 Port "G" Barrel

Complete top end with pistons/ring spickets Motrak heads. Fully ported, flowed. \$800. Eves (410) 653-0524. MD. (305/C)

'74 CR250M, '74 Yamaha MX360

Both completely rebuilt plus many extras. Ready to race, AHRMA legal. \$1,500 each, \$2,500 for both. Leave message. (707) 942-9056. CA. (305-08/C)

1973 Triumph Hurricane

Designed by Vetter, for BSA. Sold by Triumph. 10,000 original miles. Best offer over \$5,000. (203) 684-6011. CT. (305/C)

'74 HONDA CR125 \$650, '74 CZ 250 \$800, '73 CZ 250 \$500, Honda CR125 parts, alum. head \$100; swingarm \$150; CZ parts, engines, frames, etc. Call Roy aft. 6. (315) 252-3066. NY. (105/C)

'70 TRIUMPH TR6-650 mint condition, stock, firm, \$4,000. (213) 668-1476. CA. (105-08/C)

PENTONS 1974 250 with Hi-Point tank \$900. 1978 250 MX clean original condition \$1,100. Also 125 and 175s available. (914) 343-3066. NY. (305/C)

1947 NORTON INTER. \$13,000. '53 Vincent Black Shadow. '39 Excelsior Manxman \$13,000. '80 XR750 Harley never raced \$13,500. '57 Ariel 500cc Red Hunter \$3,500. And more. (310) 691-4988. CA. (305-06/C)

TRACKMASTER FRAMES BSA, A65 B50, Yamaha 250cc 350cc \$800/\$500. Norish-Westlake 750cc motor complete \$1,200. Lee (303) 482-4798. CO. (305-06/C)

HONDA GB500 0 miles, still in crate. Last chance for a new one. Trade only: Yamaha TR3 top end with heads. Trade for complete Yamaha 4LS frt. brk. assy. (410) 399-4108 eves. MD. (305-06/C)

NORTON 1970 COMMANDO 750S, good original condition, runs great. \$2,700. (818) 347-4435. CA. (302-05/C)

1977 Maico AW 125

All original \$1,000. 1970 Husky CR 400 \$500. 1973 Rickman 125 extra engines \$350. Will trade on any Maico or Hercules or ? Call me now! (304) 488-5244, (304) 486-5639. WV. (105/C)

1950s ITALIAN CLASSICS for sale. Four MV Agustas, Guzzi, Ducati, Benelli, etc. Priced to sell. Fax (408) 476-0122 for list or call Britalia Motors (408) 476-3663. CA. (105/C)

1975 CZ400, \$1,095. 1969 Maico 250, \$595. First 3 issues of Dirt Bike magazine, \$200. (503) 391-9734. OR. (305/C)

GENERAL MERCHANDISE

★★Laverda Only★★

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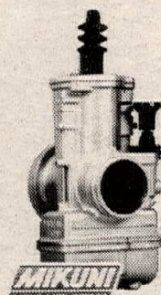
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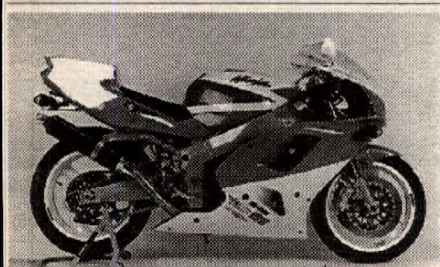
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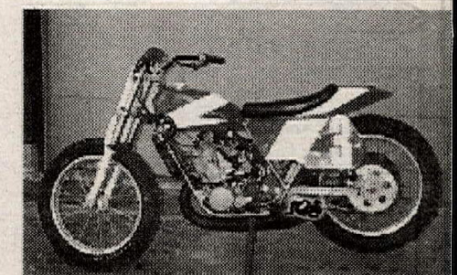
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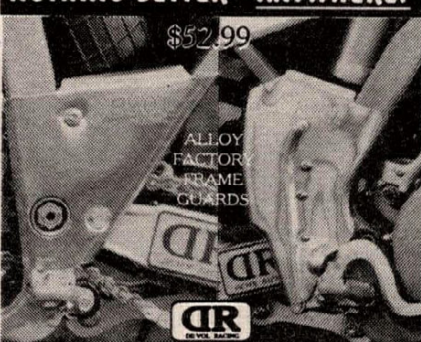
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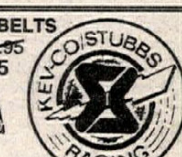


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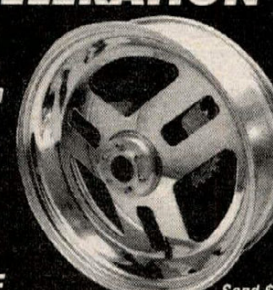
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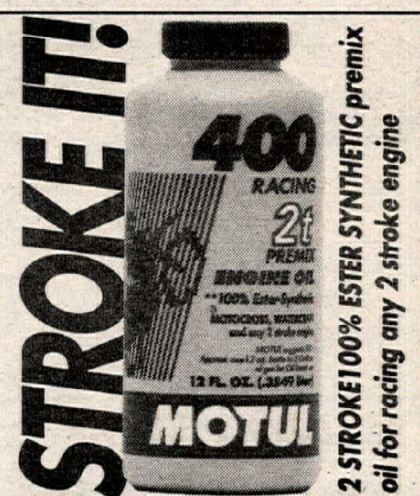
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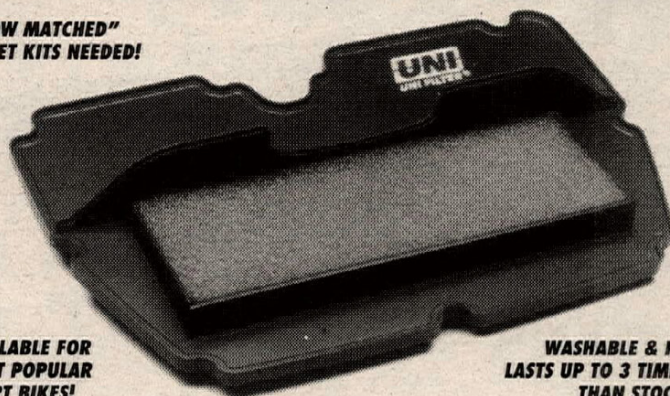
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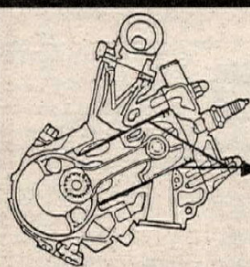
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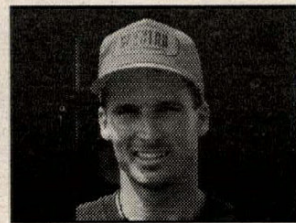
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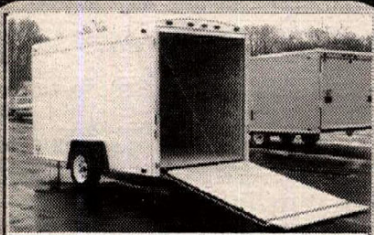


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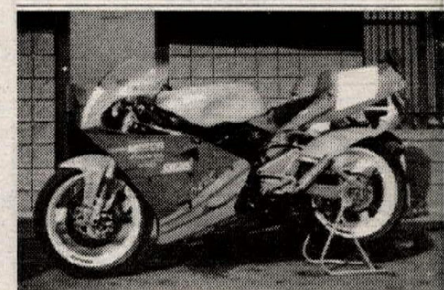
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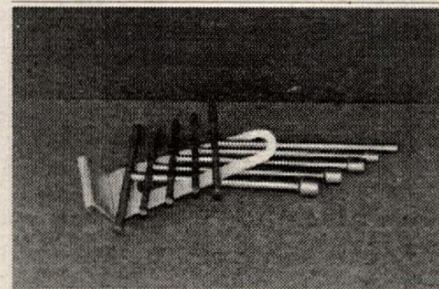
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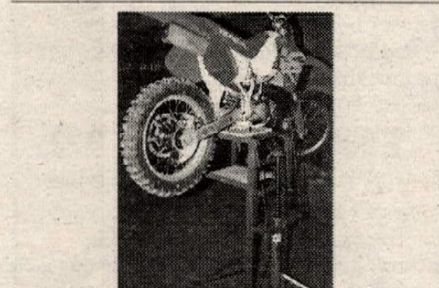
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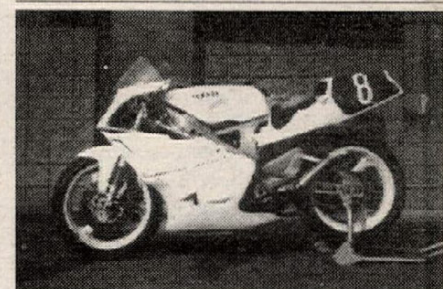
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painted Arai helmet - had been lost. Fortunately, everything was found and returned - nine months later!

International trips only account for about 5 percent of our flights, but they have a tendency to stand out in our minds. Donn says his worst plane trip was to Barcelona, Spain, for the Trial des Nations last year. He "zoned out" and arrived at the airport 30 minutes before take-off, like he usually does for domestic flights, only to be greeted by a two-hour line at the customs counter. After he had begged his way to the front of the jam-up and onto the airplane, Donn's flight to New York was delayed and he had 10 minutes to make his Spanish connection. He made it, but his luggage didn't, and he had to wear the same pants for 10 days at the des Nations.

Paul's nightmare trip was also overseas. After covering two road race GPs in Europe, he was dropped off at the Milan airport by his father, Kel. Again, a delay was the primary problem, only this time it was a 12-hour one. Though dad was just 45 minutes away at the Agostini race shop in Bergamo, Paul didn't have the phone number. He instead passed the time getting drunk. Three times.

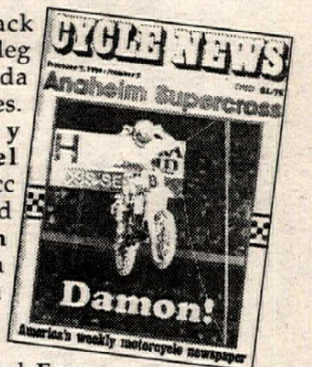
Kit's worst trip? Yet another international flight. After flying to New York to cover the Unadilla MX des Nations, Kit faxed his story and sent his photos back, then caught a puddle-jumper from Syracuse to Kennedy Airport. From there he flew to Frankfurt, Germany, then to Warsaw, Poland, and finally to Wrocław, Poland, where he rented a car and drove six hours through the night to the International Six Day Enduro in Jelena Gora. Among the highlights were a long delay in an airport with no food, a dead prop-engined plane that had to be jump-started with a huge battery, and armed guards instead of flight attendants.

But we really shouldn't complain. Yes, we all spend a lot of time away from home, but at least we split up the races amongst ourselves. The riders have to travel nearly every weekend, and like us, they work during the week - not behind a desk, but working just the same. And if you really want someone to feel sorry for, how about the mechanics? These guys also attend every race, only they *drive* to each one!

Though sometimes I wonder which is really worse. CN

LOOKING BACK...

the Gatorback Cycle Park leg of the Florida Winter Series. **Ricky Carmichael** won the 85cc 7-11-year-old class, **Kevin Windham** finished fifth in the 12-13-year-old division, and **Ezra Lusk** won the 14-15-year-old class... **Steve Lamson** and **Tallon Vohland** were the fastest on the West Coast, as evidenced by their wins in the 125 and 250cc Pro classes at the Hangtown CMC Golden State round. **Damon Huffman** finished fifth in the 80cc Expert class... **Jeremy McGrath** won his first-ever MTEG Ultracross main event at Anaheim Stadium, beating out **Lowell Thomson** and **Mike Young**... CN



them - and a little extra space is something I'd kill for on most of my return trips.

At the most, the charge on our laptop computers lasts about two and a half hours, so I'll spread my notes out wherever I can (much to the chagrin of my neighbor) and type like crazy until the "Battery Low" light starts flashing. Then I sit there and wish I could sleep until we land, when I drive home and finish my story.

As you might expect, this makes for quite a few all-nighters, and we still have to work in the office all day on Monday. At first I thought it might be easier to cover races closer to home, such as Hangtown and Washougal, but I quickly learned that such events are at least as difficult. Sure, the plane trip is shorter, but without any time zones to pass through, you don't gain the extra hours to get everything finished.

My worst plane trip ever? That's easy - flying back to LAX from a motorcycle tour in San Jose, Costa Rica. With no race to cover, I was in less of a hurry, but the flight itself was one for the record books. Things started off nicely when I found my seat, which was cramped - as usual - and located directly behind the smoking section. Then, as the plane was taxiing down the runway, a gentleman about three rows back had a heart attack. After returning to the terminal and handing the unfortunate victim off to the medics, we were finally on our way - until arriving at our first stop-over in Guatemala. There, it was discovered that the plane had an engine problem, so we were all herded off the plane and - after two hours - onto another one, which was already half full. Crowded? Don't ask.

Things went relatively smoothly until the attempted take-off from our last stop in Mexico City, upon which another person - this one an elderly lady - experienced heart trouble. Despite her and her husband's protests that she would be fine, we again dropped her off and attempted to leave the airport. When yet another lady began having trouble breathing, I wasn't even surprised - and apparently neither were the flight attendants; they brought out the oxygen tank, but thankfully, the plane wasn't turned around. The rest of the flight was fairly hassle-free, though I learned upon landing that my luggage - including all my clothes, riding gear and a one-of-a-kind Jerry Bernardo custom-

while at *Cycle News*. He once fell asleep and awoke four hours later, when he noticed that the plane was on the ground and nearly empty. Assuming he had reached his destination, Donn deboarded, only to discover that his flight had experienced a long delay and hadn't yet departed.

Actually, I should be saving my complaints for later in the year. Covering supercross rounds really isn't so bad. After all, these events are held on Saturday evenings, which means we have all of Sunday to get back to California, write our stories, and catch up on sleep. When the National MX season rolls around, the pressure cooker gets cranked up another notch, and resting is something that pretty much gets put on hold until Monday night. That's because outdoor races are held on Sunday, leaving us minimal time to complete our requirements. When the race ends at, say, 5:30 p.m. on Sunday at High Point Raceway in Mt. Morris, Pennsylvania, most people head home for some much-deserved rest. But our job has just started. One way or another, we have to walk into our Southern California office the next morning, with our film ready to develop and our story completed. What goes on between the end of the race and our deadline can only be described as hell, and it's the single part of the job that all of us dread the most.

Typically, I'll try to make a mad dash through the pits, getting a few quick quotes from the top riders and grabbing the results from the AMA (if they're finished) before jumping in the rental car. A tight schedule once had Kit leave before the end of the last moto, listening to the end of the race on a local radio station which broadcasted the event. After a frenzied, high-speed, one-hour trip to the airport (Pittsburgh, in the case of High Point), I turn in the car, run to the gate and board the plane. Of course, Nationals are held during the summer, and I'm usually drenched in sweat and covered in dust and mud from the race. At this point, it's actually fun walking down the aisle and watching suited businessmen eyeing me nervously, praying that I don't sit down next to them. Of course they have absolutely nothing to worry about if they're in first class or weigh less than 300 pounds. I've got nothing against overweight people, but they do tend to make things a bit more crowded around

is read *Cycle News*..." **Dick Mann** announced that he would race a four-cylinder Honda at Daytona in March... **Danny LaPorte** won the 100cc Sportsman class at Huntington Beach Cycle Park... **NGK Spark Plugs** cost only 59 cents...

15 YEARS AGO...
February 13, 1980

A Grand National Championship Series preview was featured, with defending champ **Steve Eklund** gracing the front cover... In his preview of the upcoming season,



Gary Van Voorhis wrote, "Another product of Michigan, **Scott Parker** could well be the leader of the new wave of the 80s..." **Ron Turner**, **Chuck Sun** and **Danny Chandler** topped the 125, 250 and 500cc Pro classes at the Prairie City round of the CMC Golden State Nationals... **Mike Preston** carried the CMC number-one plate in the 125cc class and finished sixth, while **Ross Maeda** and **Troy Lee** nabbed 19th- and 20th-place finishes, respectively... **Paul Thede** won the 125cc Pro class at DeAnza Cycle Park...

5 YEARS AGO...
February 7, 1990

Damon Bradshaw scored his first-ever American 250cc Supercross win at the Anaheim series opener. Chasing across the finish line were **Jean-Michel Bayle** and **Jeff Matiasovich**... **Todd DeHoop** and **Ronnie Tichenor** swept the 125 and 250cc Pro classes at

In the fast-paced world of professional motorcycle racing, flying is a way of life - and not just over 80-foot triple jumps. With events regularly scheduled seven days and 3000 miles apart, and training regimens to maintain in the meantime, it's no wonder that all of the top riders achieve preferred status on their frequent flyer accounts before the year is even half over.

But the racers aren't the only ones who log a lot of air time. *Cycle News* reporters and photographers are also quite familiar with most of the country's major airports. As I write this, I'm returning from my first assignment of the year, and it's nice to see that I'm right back in the swing of things following a two-month, off-season traveling hiatus. After covering last night's Minneapolis Supercross, I slept through my wake-up call and then drove like a madman on icy freeways to make my flight with a good 30 seconds to spare.

It probably sounds glamorous, flying around the country to various important races and hob-nobbing with the factory riders. I admit that it can be a bit of a high - especially at first - but most of the novelty wears off after about a year. Don't get me wrong - I still love the racing, but I no longer look forward to the actual travel.

Part of my problem is that I simply wasn't built to fly. I'm not ridiculously tall - approximately six-foot-three - but my legs alone account for nearly six feet of that. My co-worker **Kit Palmer** is almost as tall, but doesn't have nearly as much trouble getting comfortable in coach class. **Paul Carruthers**, our diminutive senior editor, would be complacent in the back seat of a Nissan 300ZX.

Not only that, but I must suffer the curse of living with airplane insomnia, a little-known disease that prevents the victim from sleeping while airborne. That means that no matter how late I stay up the night before, or how early my plane leaves, I am unable to catch up on my rest once on the plane. It seems odd that I should be stricken by such a malady, since I do little else *besides* sleeping when I'm on the ground.

Donn Maeda, yet another of my associates, has no problem at all napping in flight. In fact, he often boasts that he's never experienced the sensation of a plane taking off - this despite having logged in excess of 100 airplane trips

25 YEARS AGO...
February 17, 1970

Action from the Houston Astrodome graced the front cover, and recently crowned Grand National Champion **Mert Lawwill** battled for the lead with **Dick Mann** in the lead photo... The all-new **Harley-Davidson XR750** was unveiled at the Houston trade show, and *Cycle News* reported that it, "even comes with tuned pipes, so it looks like it is supplied with everything but a skid shoe..." A full-page *Cycle News* subscription ad featured an irate-looking housewife and stated, "Sometimes... All he wants to do



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